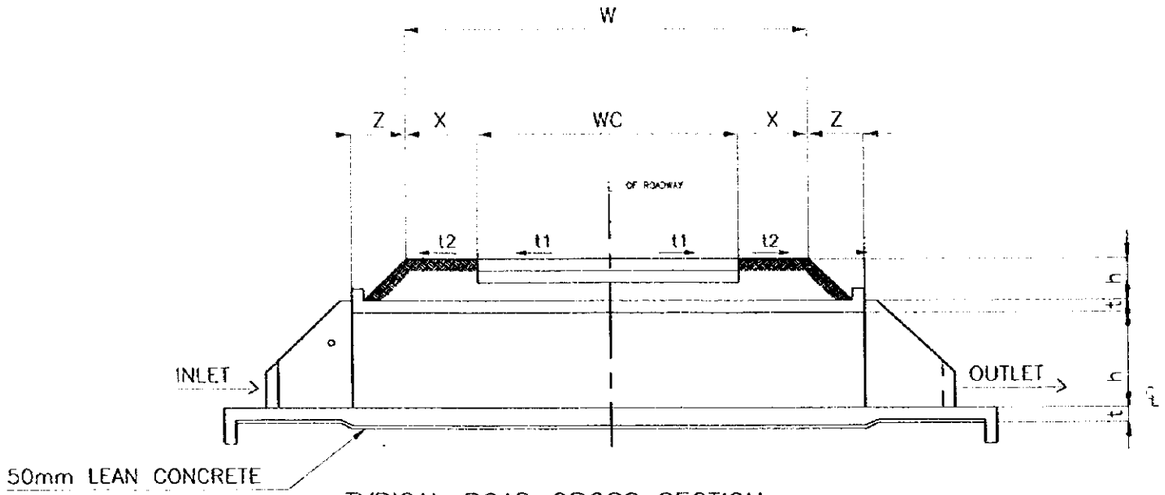
4. DRAINAGE

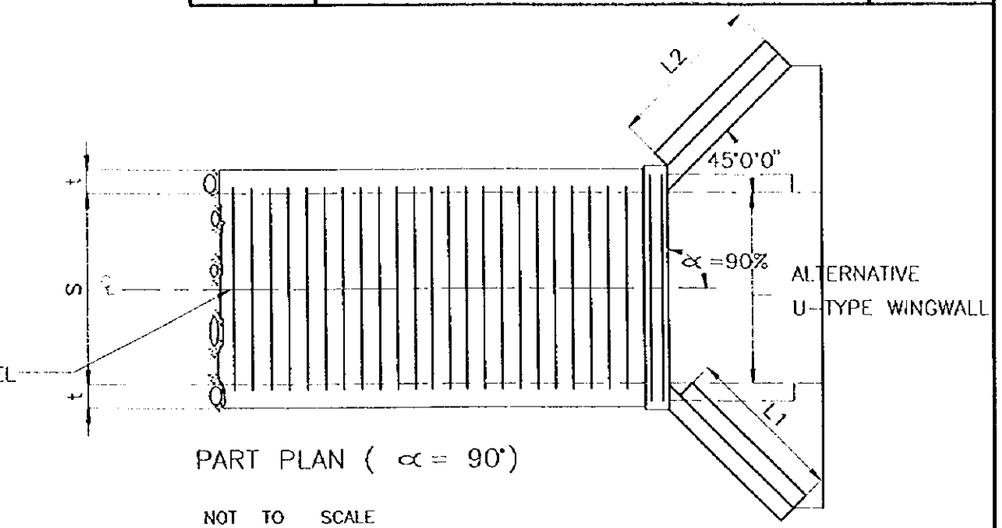
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

SCALE:		DRAWING NO.
Not to Scale	R.C. BOX CULVERT	D-1



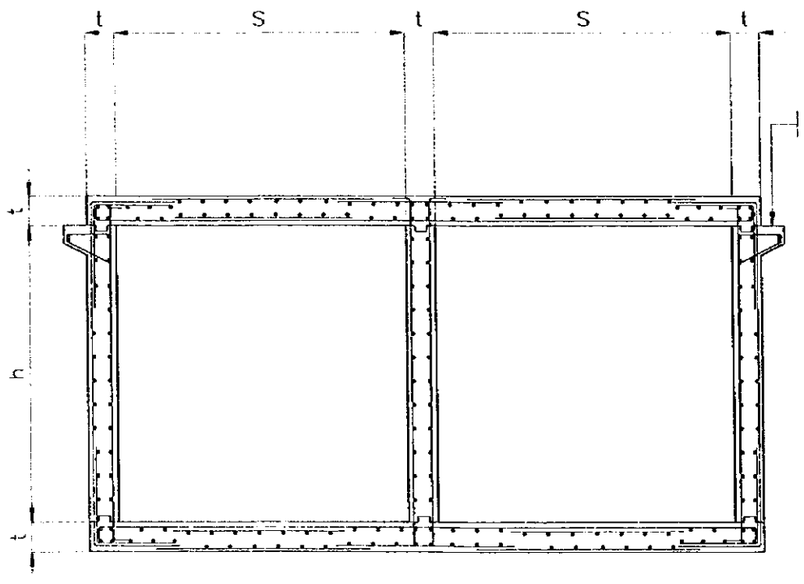
TYPICAL ROAD CROSS SECTION

NOT TO SCALE

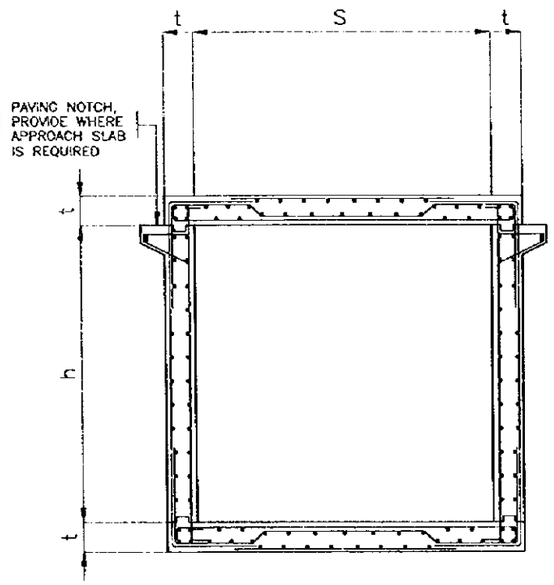


PART PLAN (∝ = 90°)

NOT TO SCALE



SCETION-DOUBLE BARREL



SCETION-SINGLE BARREL

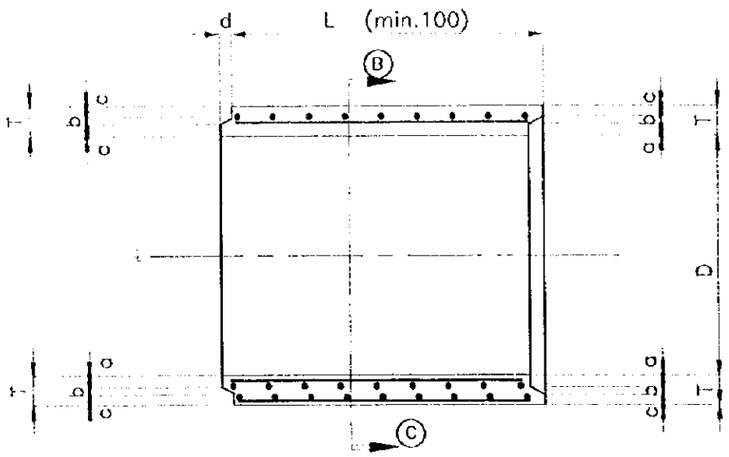
SINGLE BARREL BOX
DOUBLE BARREL BOX

CLEAR SPAN S	CLEAR HEIGHT h	t	t
1250	1000	180	180
	1250	180	180
	1500	180	180
	1800	180	180
1500	1000	180	280
	1250	180	280
	1500	180	200
	1800	180	200
1800	1250	200	200
	1500	200	250
	1800	200	250
	2100	200	250
2400	1800	220	300
	2100	220	300
	2400	220	300
	2750	220	300
3000	2100	280	300
	2400	290	300
	2750	280	300
	3000	280	300

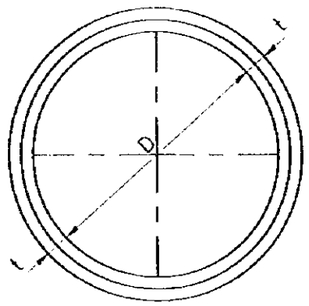
STANDARD REINFORCED CONCRETE BOX CULVERT

NOT TO SCALE

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE: Not to Scale	R.C. PIPE CULVERT	DRAWING NO. D-2

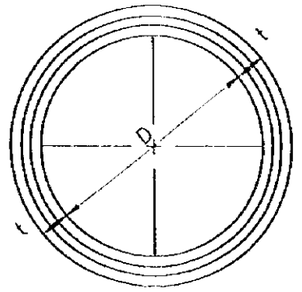


LONGITUDINAL SECTION (A)



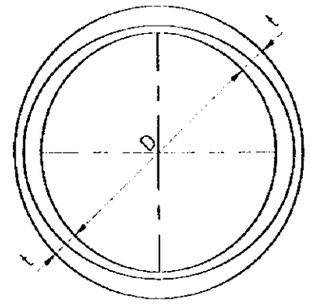
ONE LINE OF CIRCULAR REINFORCEMENT

SECTION (B)



TWO LINE OF CIRCULAR REINFORCEMENT

SECTION (c)



ONE LINE OF ELLIPTICAL REINFORCEMENT

REINFORCED CONCRETE PIPE CULVERTS

INTERNAL DESIGNATED DIAMETER (MM)	WALL THICKNESS (MM)	REINFORCEMENT, CM/M OF PIPE					
		CLASS II R C P			CLASS III R C P		
		D-LOAD TO PRODUCE o 0.3 mm CRACK 50.0 D-LOAD TO PRODUCE THE ULTIMATE LOAD 75.0			D-LOAD TO PRODUCE o0.3 mm CRACK 65.0 D-LOAD TO PRODUCE THE ULTIMATE LOAD 100.0		
		CONCRETE STRENGTH 27.6 MPa			CONCRETE STRENGTH 27.6 MPa		
		CIRCULAR REINFORCEMENT		ELLIPTICAL REINFORCEMENT	CIRCULAR REINFORCEMENT		ELLIPTICAL REINFORCEMENT
		INNER CAGE	OUTER CAGE		INNER CAGE	OUTER CAGE	
300	44	1.5			1.5		
375	47	1.5			1.5		
450	50	1.5		1.5	1.5		1.5
500	57	2.5		2.1	3.0		2.3
600	63	2.8		2.3	3.8		3.0
675	66	3.2		2.8	3.8		3.4
750	69	3.2		3.0	4.0		3.8
825	72	3.4		3.2	4.4		4.2
900	75	3.0	1.8	3.2	4.4	2.8	4.7
1000	88	3.4	2.0	3.8	5.3	3.2	5.9
1200	100	4.5	2.7	4.9	6.8	4.1	7.5
1350	113	5.3	3.2	5.9	8.0	4.8	8.9
1500	125	6.4	3.8	7.0	9.3	5.6	10.4
1650	138	7.4	4.4	8.3	10.8	6.4	11.6
1800	150	8.7	5.2	9.5	12.1	7.3	13.3
1950	163	9.7	5.8	10.8	13.3	8.1	15.0
2000	175	10.8	6.5	12.1	15.2	9.1	16.9
2250	188	12.1	7.3	13.3	17.1	10.3	19.1
2400	200	13.1	7.9	14.8	19.7	11.8	21.8

NOTE : FOR CLASS III R.C.P CONCRETE STRENGTH = 34.5 MPa WHEN D≥ 1950MM

DESIGN REQUIREMENTS OF REINFORCED CONCRETE PIPE CULVERTS

R C P CULVERT CLASS	INSIDE DIAMETER D (mm)	WALL THICKNESS T (mm)	PIPE END DETAILS (cm) a	b	c	d
CLASS II & III	300	44	17	7	20	30
	375	47	18	7	22	30
	450	50	19	8	23	30
	500	57	22	10	25	40
	600	63	24	10	29	40
	675	66	26	10	30	45
	750	69	28	10	31	45
	825	72	28	13	31	45
	900	75	29	15	31	45
	1000	88	33	15	38	45
	1200	100	40	20	45	50
	1350	113	44	20	49	55
	1500	125	48	25	52	60
	1650	138	53	25	60	60
	1800	150	57	30	63	65
	1950	163	62	35	66	65
	2000	175	66	40	69	70
	2250	188	71	45	72	70
	2400	200	78	50	74	75

GENERAL NOTES:

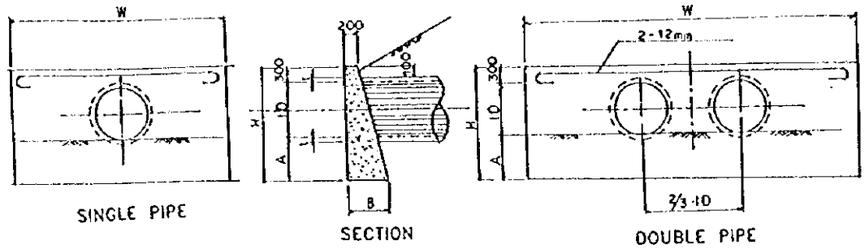
Specifications :.

AASHTO DESIGNATION : M 170 M-93
ASTM DESIGNATION :C 76 M-90a

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED
2. REINFORCED CONCRETE PIPE CULVERT.
   - 2.1 CONTENT USED FOR CONCRETE MIX SHALL BE LESS THAN 335 PER CUBIC METER OF CONCRETE
   - 2.2 REINFORCEMENT SHALL CONSIST OF WIRE CONFORMING TO AASHTO M32 OR M225, OR OF GRADE 300 STEEL CONFORMING TO AASHTO M31 M.
   - 2.3 WHERE LINE OF CIRCULAR REINFORCEMENT IS USED, IT SHALL BE PLACED FROM 35 TO 50 PERCENT OF THE WALL THICKNESS FROM THE INNER SURFACE OF THE PIPE
   - 2.4 IN PIPE HAVING TWO LINES OF CIRCULAR REINFOREMENT, EACH LINE SHALL BE SO PLACED THAT THE PROTECTIVE COVERING OF CONCRETE OVER THE CIRCUMFERENTIAL REINFORCEMENT IN THE WALL OF THE PIPE SHALL BE 25MM
   - 2.5 IN PIPE HAVING ELLIPTICAL REINFOREMENT WITH WALL THICKNESSES 63MM OR GREATER, REINFORCEMENT IN THE WALL OF THE PIPE SHALL BE SO PLACED THAT THE PROTECTIVE COVERING OF CONCRETE OVER THE CIRCUMFERENTIAL REINFORCEMENT. SHALL BE 25MM FROM THE INNER SURFACE OF THE PIPE AT THE VERTICAL DIAMETER AND 25mm FROM THE OUTER SURFACE OF THE PIPE AT THE HORIZONTAL DIAMETER, IN PIPE HAVING ELLIPTICAL REINFORCEMENT WITH WALL THICKNESS LESS THAN 63mm. THE PROTECTIVE COVERING SHALL BE 19mm AT THE VERTICAL AND HORIZONTAL DIAMETERS.
   - 2.6 LONGITUDINAL REINFORCEMENT SPACING FOR PIPE SIZE 500MM ϕ OR SMALLER IN DIAMETER SHALL BE A MINIMUM OF 4 – 4mm ϕ BARS OR 8 – 4mm ϕ BARS FOR PIPES 600mm OR LARGER.
3. CULVERT JOINTS SHALL BE MOTARED AS SHOWN ON THE DRAWING WITH CEMENT MORTAR (1:2 BY VOLUME).
4. CULVERT LENGTH (L) SHALL BE 1000MM UNLESS OTHERWISE, SPECIFIED.
5. REINFORCED CONCRETE PIPE CULVERT CLASS III SHALL BE USED UNDER ROADWAY PAVEMENT
6. REINFORCED CONCRETE PIPE CULVERT CLASS II SHALL BE USED IN ANY PLACE OTHER THAN UNDER PAVEMENT.

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

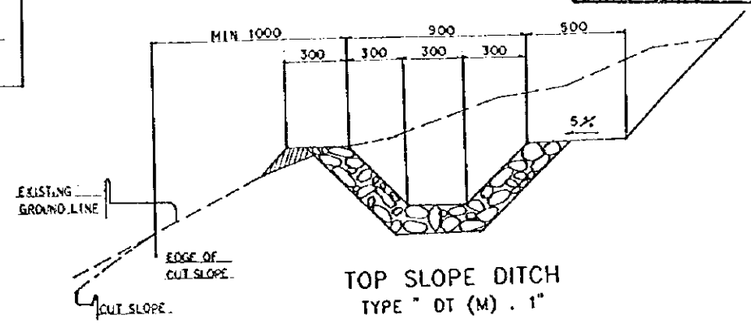
SCALE:	Side Ditch	DRAWING NO.
		D-3



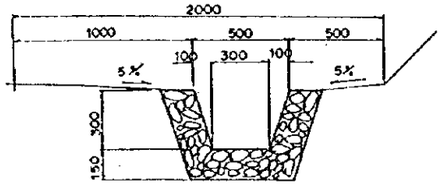
STRAIGHT TYPE HEADWALL
TYPE "HW (C)-A"

TABLE A (ONE STRAIGHT TYPE HEADWALL)

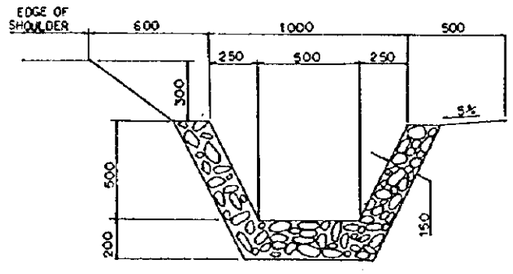
THICKNESS OF PIPE (mm)			DIMENSION (mm)			TYPE	
DIAMETER D	MACHINE MADE MIN. THK. (t)	HAND MADE MIN. THK. (t)	A	B	H	SINGLE W (mm)	DOUBLE W (mm)
460	30	76	310	350	1070	1800	2600
610	44	90	410	330	1320	2400	3500
760	76	102	510	530	1570	3000	4400
910	86	114	610	600	1820	3600	5200
1220	108	–	810	810	2330	4800	6900



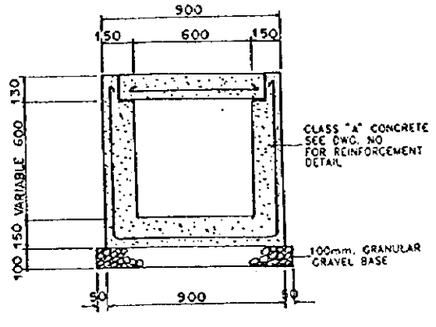
TOP SLOPE DITCH
TYPE " DT (M) . 1"



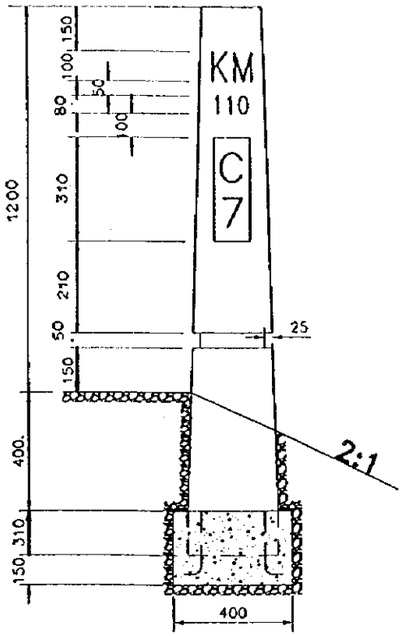
BERM DITCH
TYPE "DS (M)-H"



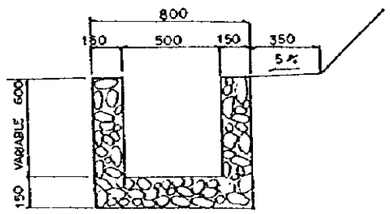
SIDE DITCH
TYPE "DS (M)-E"



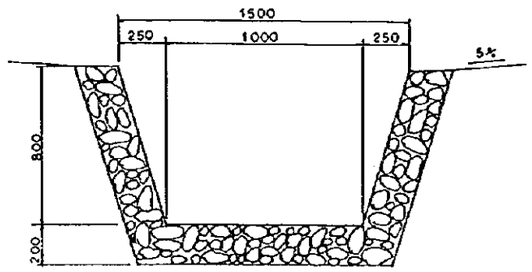
SIDE DITCH
TYPE " DS (C) – A"



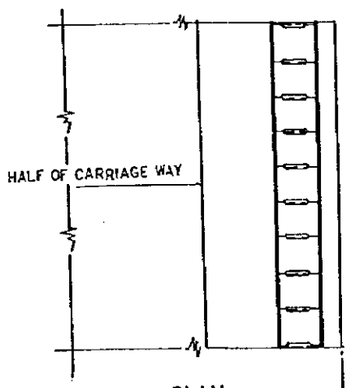
ELEVATION



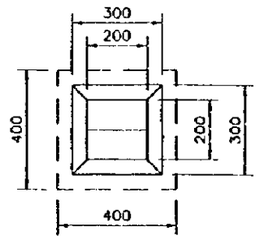
SIDE DITCH
TYPE "DS (M)-C"



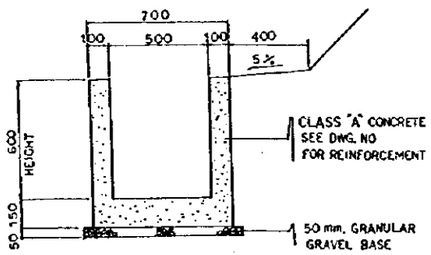
SIDE DITCH
TYPE "DS (M)-F"



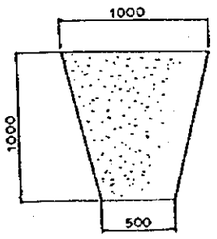
PLAN



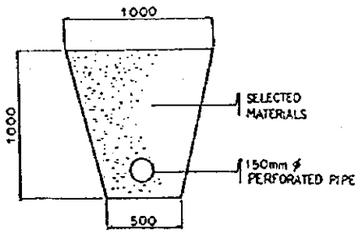
PLAN



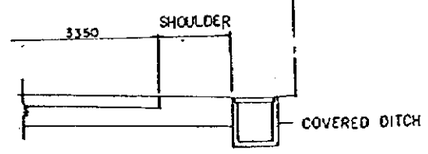
SIDE DITCH
TYPE "DS (C)– "



SUB SURFACE DRAIN
TYPE "DSS (G)–A"



SUB SURFACE DRAIN
TYPE "DSS (G/P)–B"



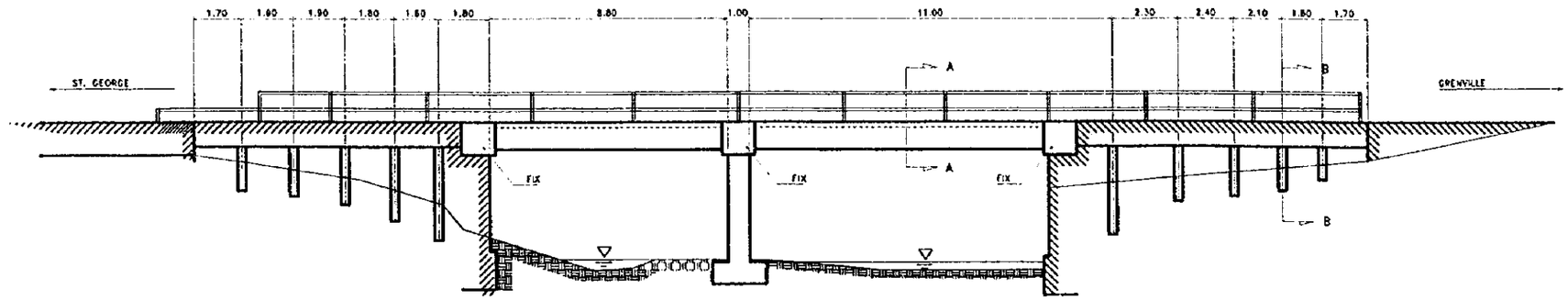
TYPICAL ROADWAY SECTION WITH COVERED DITCH
REINFORCED CONCRETE DITCH WITH COVER
TYPE "DS(C) – A"

KILOMETER POST

5. BRIDGES

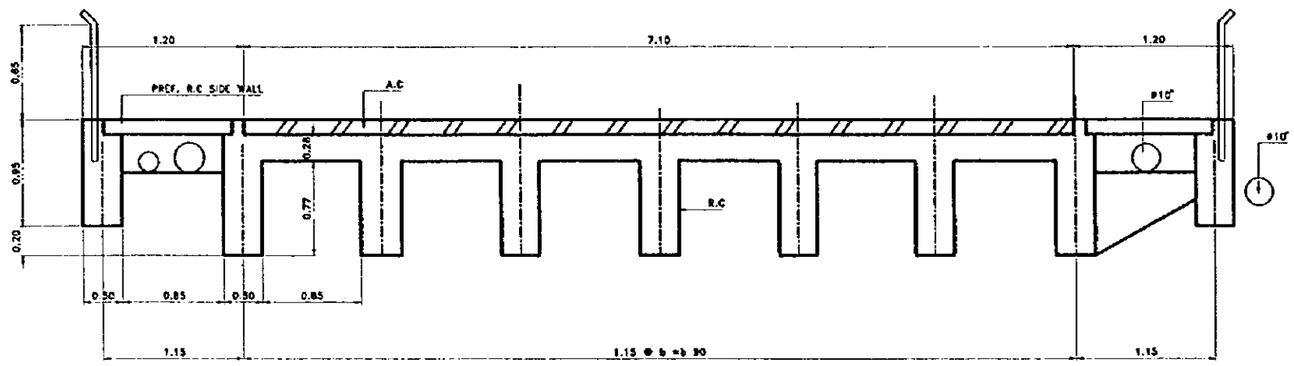
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

SCALE:	BEAULIEU BRIDGE	DRAWING NO.
1:100		B-1



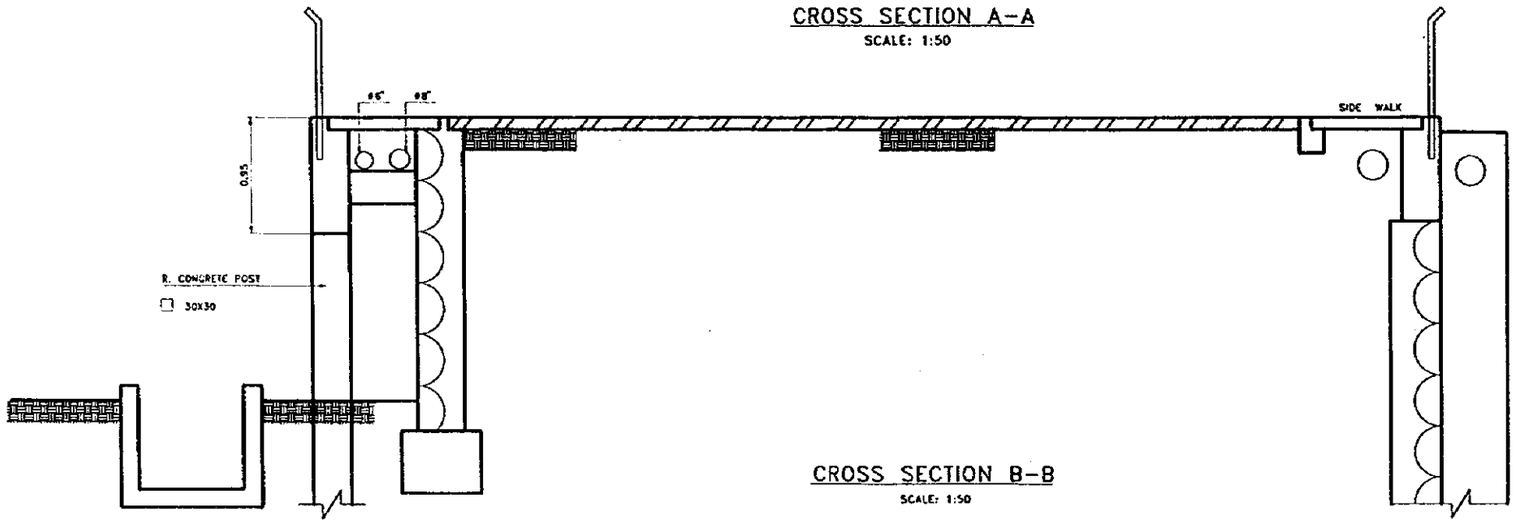
LONGITUDINAL SECTION

SCALE: 1:200



CROSS SECTION A-A

SCALE: 1:50

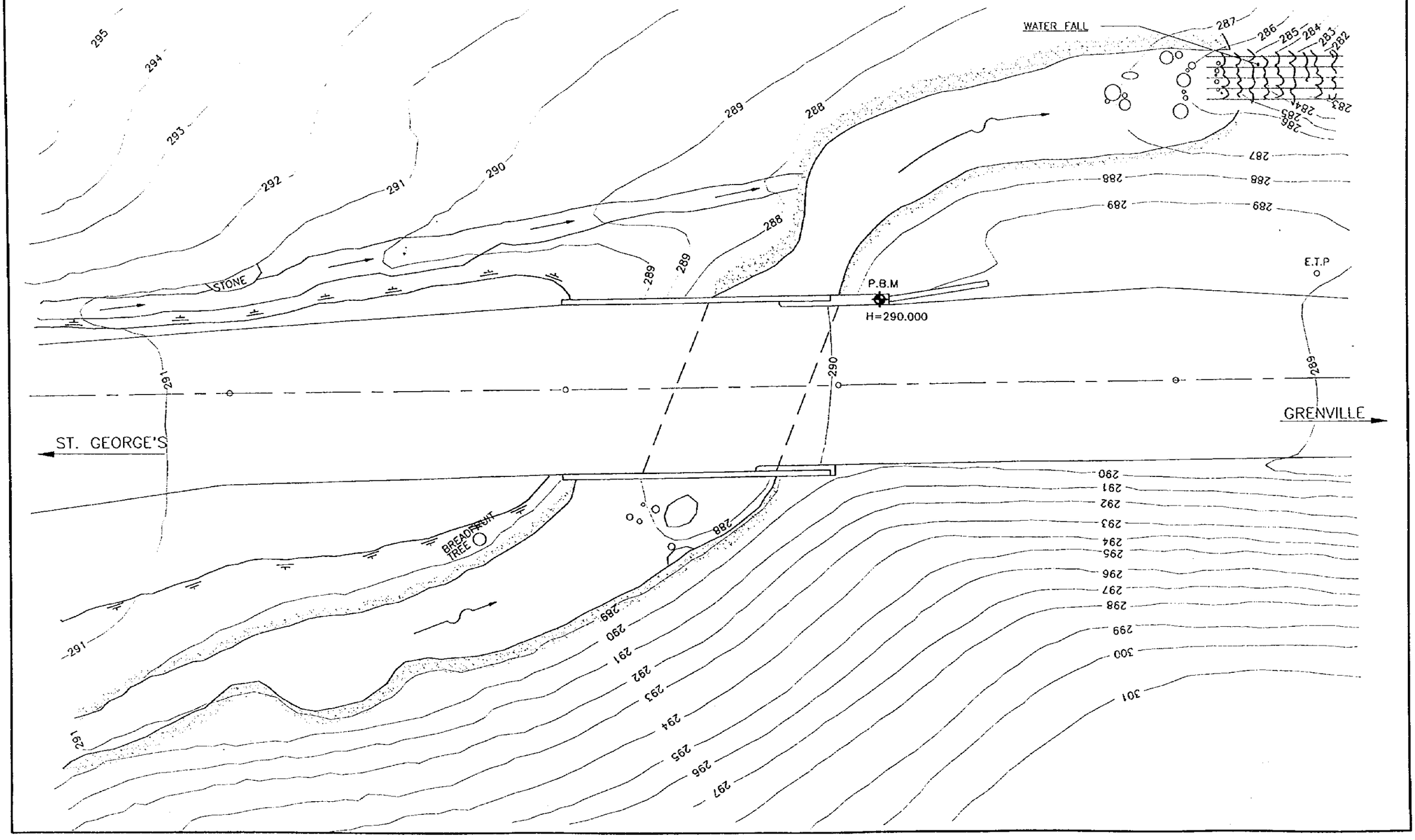


CROSS SECTION B-B

SCALE: 1:50

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

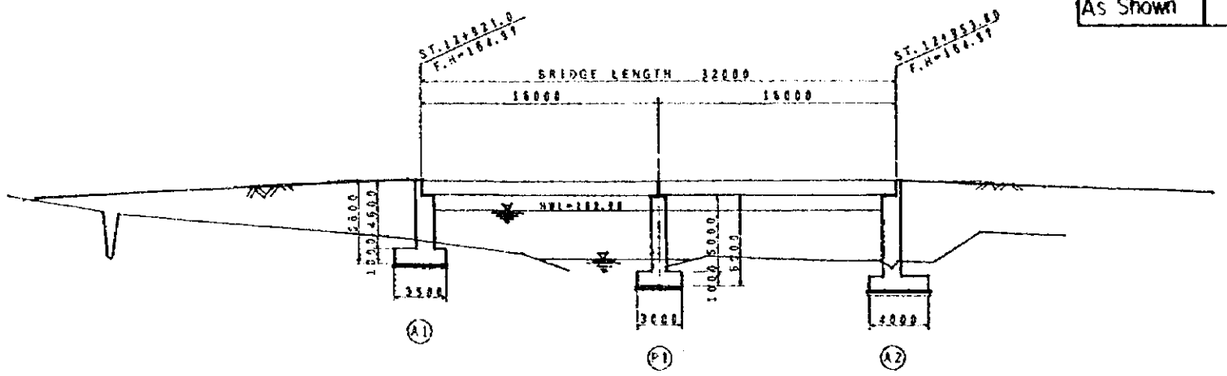
SCALE:		DRAWING NO.
1:100	ST. MARGARET BRIDGE	B-2



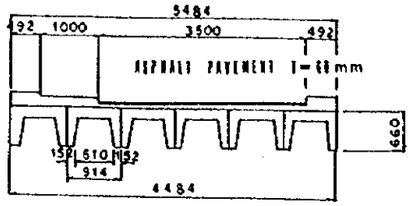
BIRCH GROVE BRIDGE

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE:	Birch Grove Bridge	DRAWING NO.
As Shown		B-3

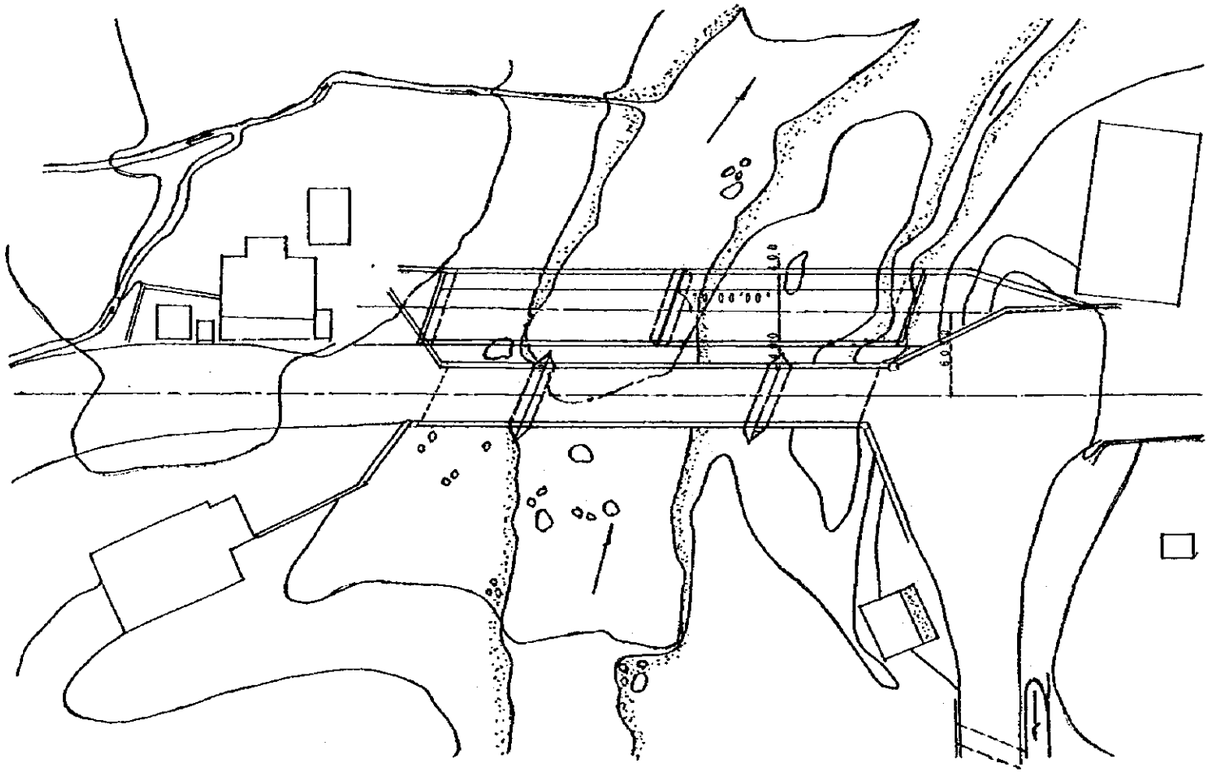
ELEVATION SCALE 1:200



CROSS SECTION S= 1:50



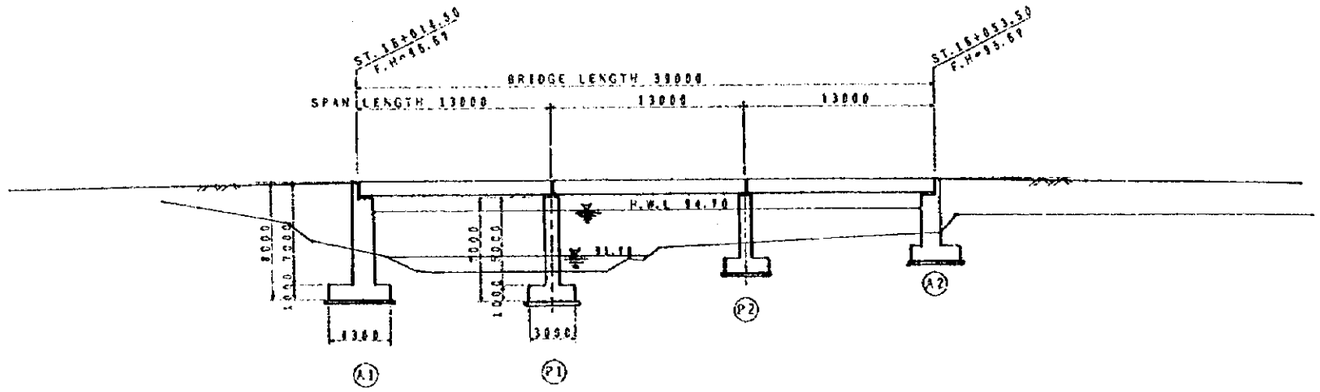
PLAN S= 1:200



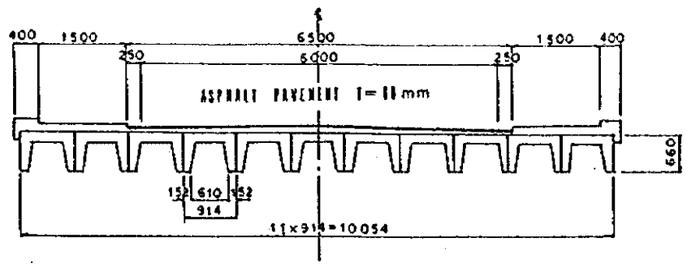
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE:	Balthazar Bridge	DRAWING NO.
As Shown		B-4

BALTHAZAN BRIDGE

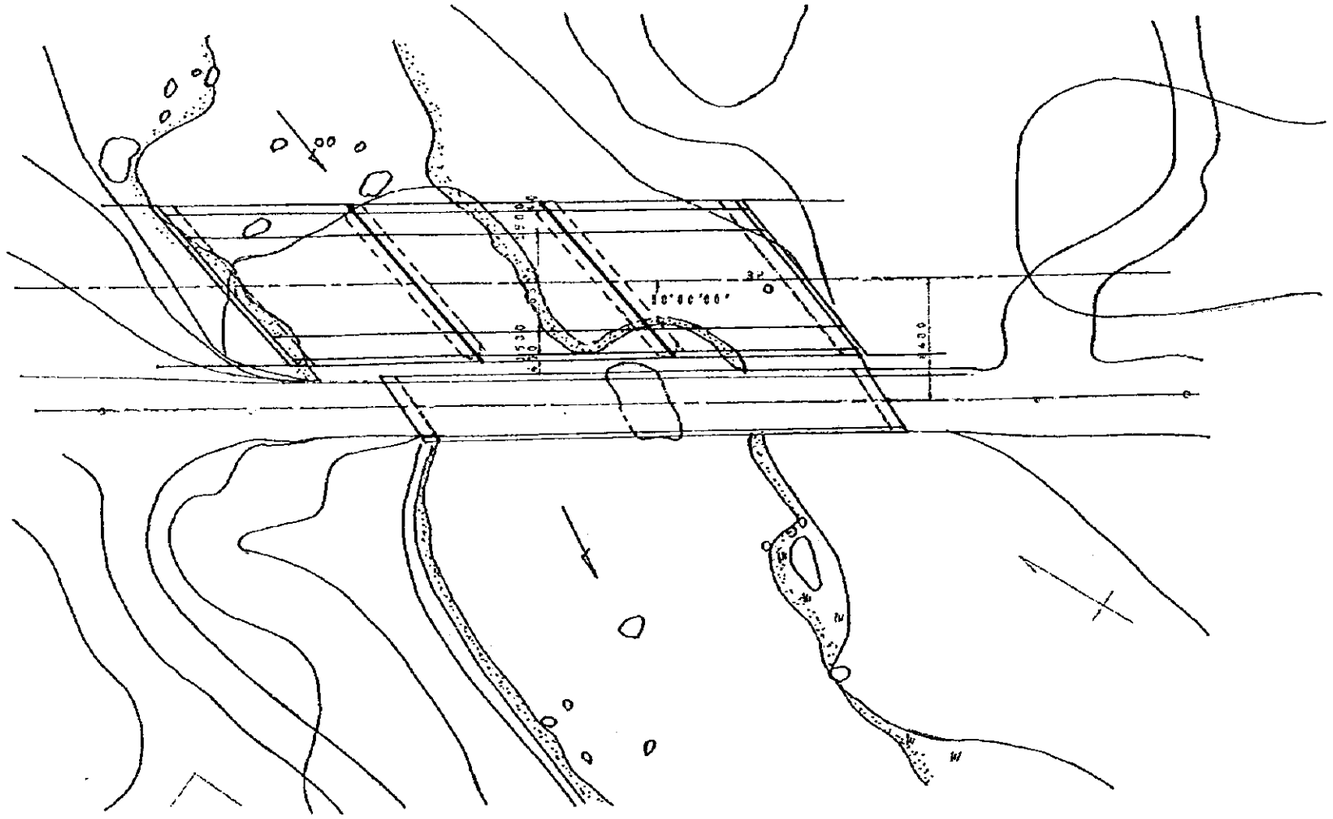
ELEVATION $= 1:200



CROSS SECTION $= 1:50



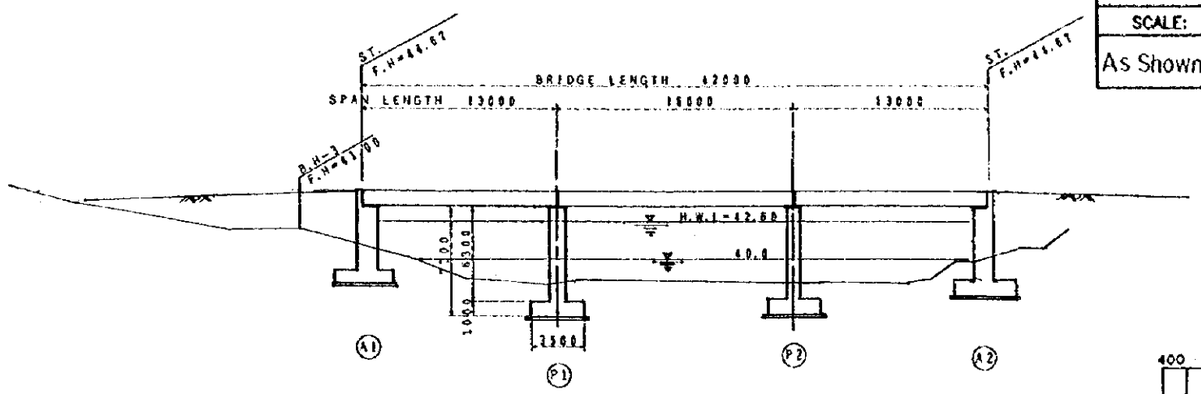
PLAN $= 1:200



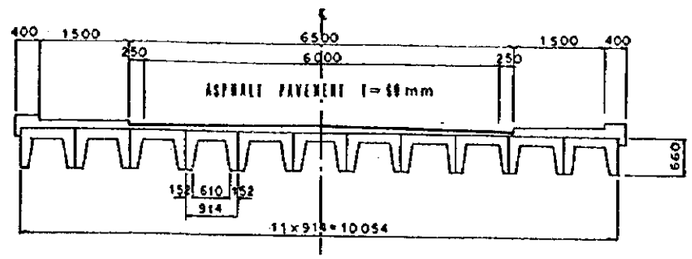
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

SCALE:	St. Cyr Greatriver Bridge	DRAWING NO.
As Shown		B-5

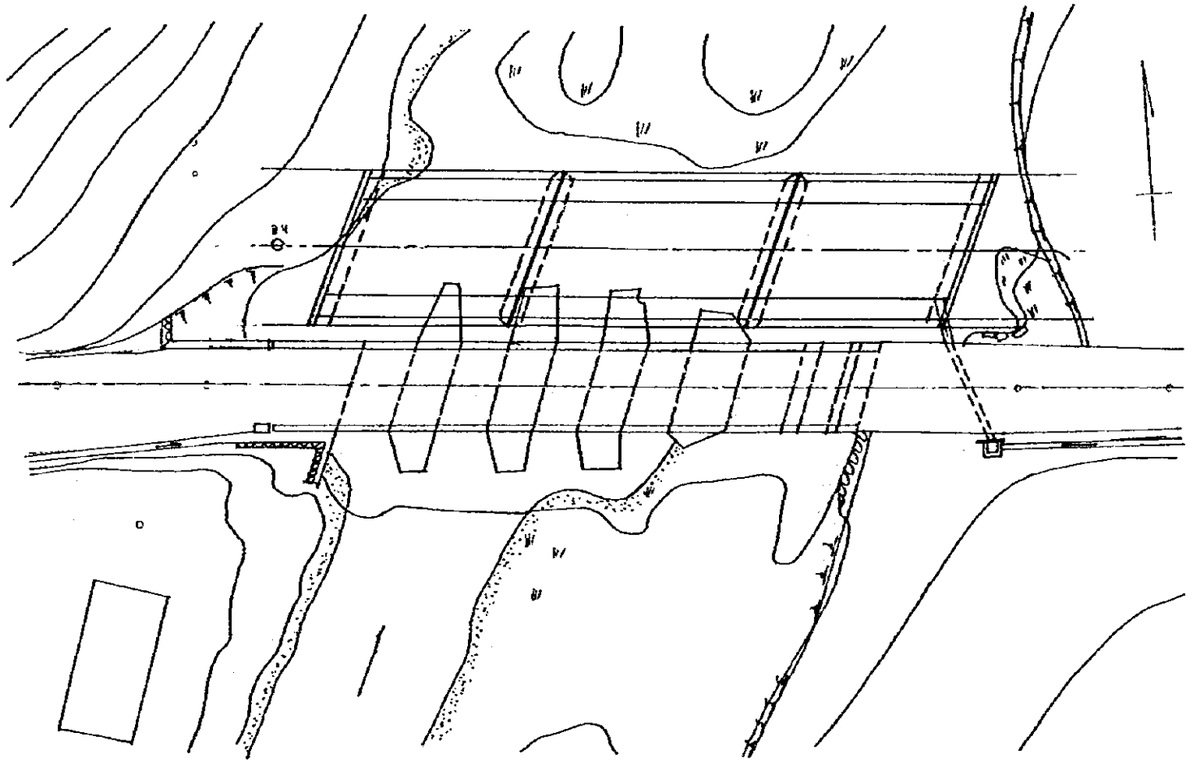
ELEVATION S= 1:200



CROSS SECTION S= 1:50



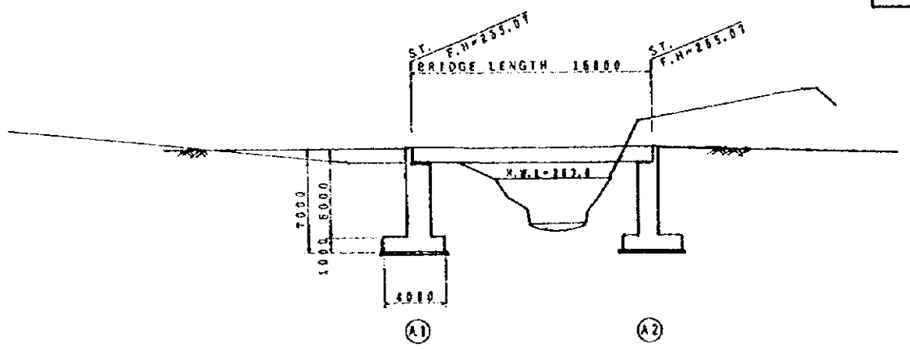
PLAN S= 1:200



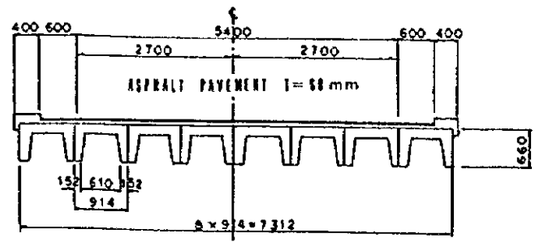
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

SCALE:		DRAWING NO.
As Shown	Vineyard Bridge	B-6

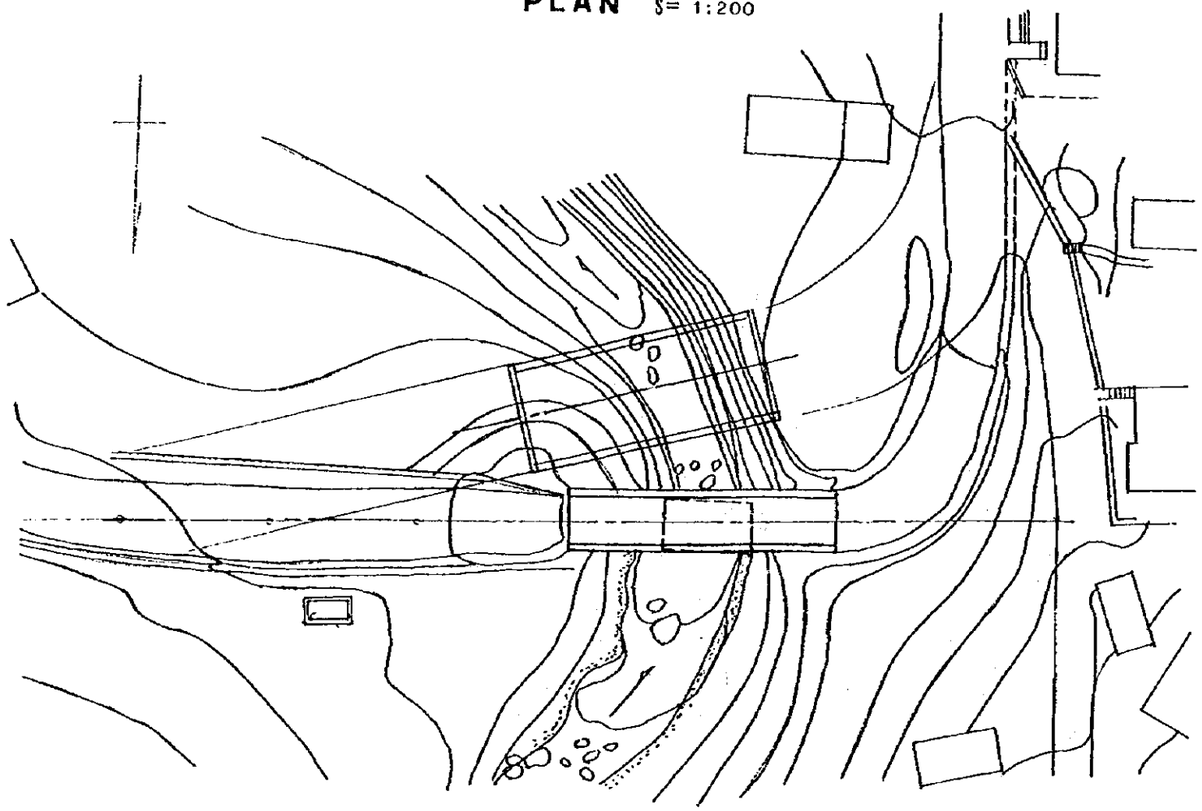
ELEVATION S= 1:200



CROSS SECTION S= 1:50



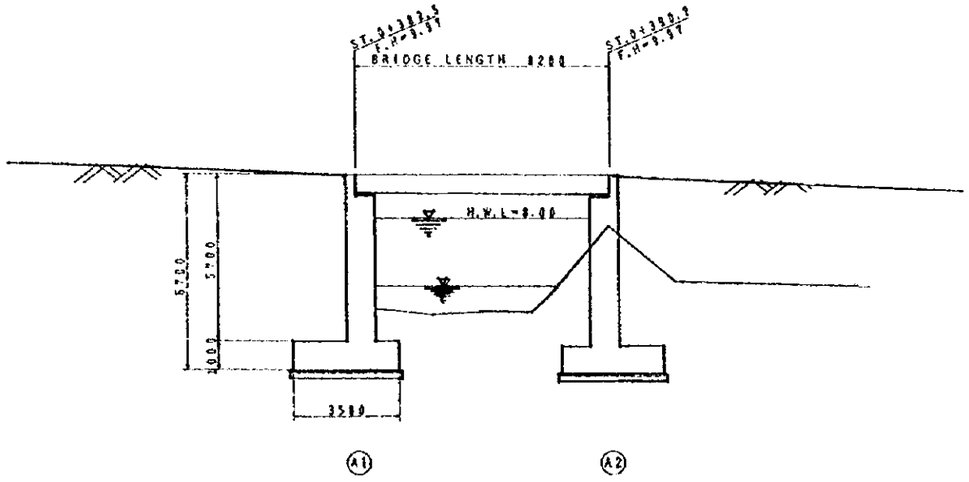
PLAN S= 1:200



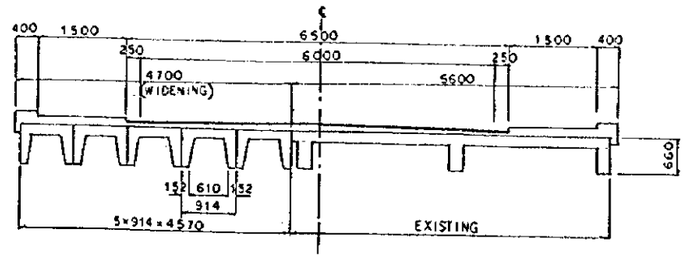
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE:	Tempe Bridge	DRAWING NO.
As Shown		B-7

TEMPE BRIDGE

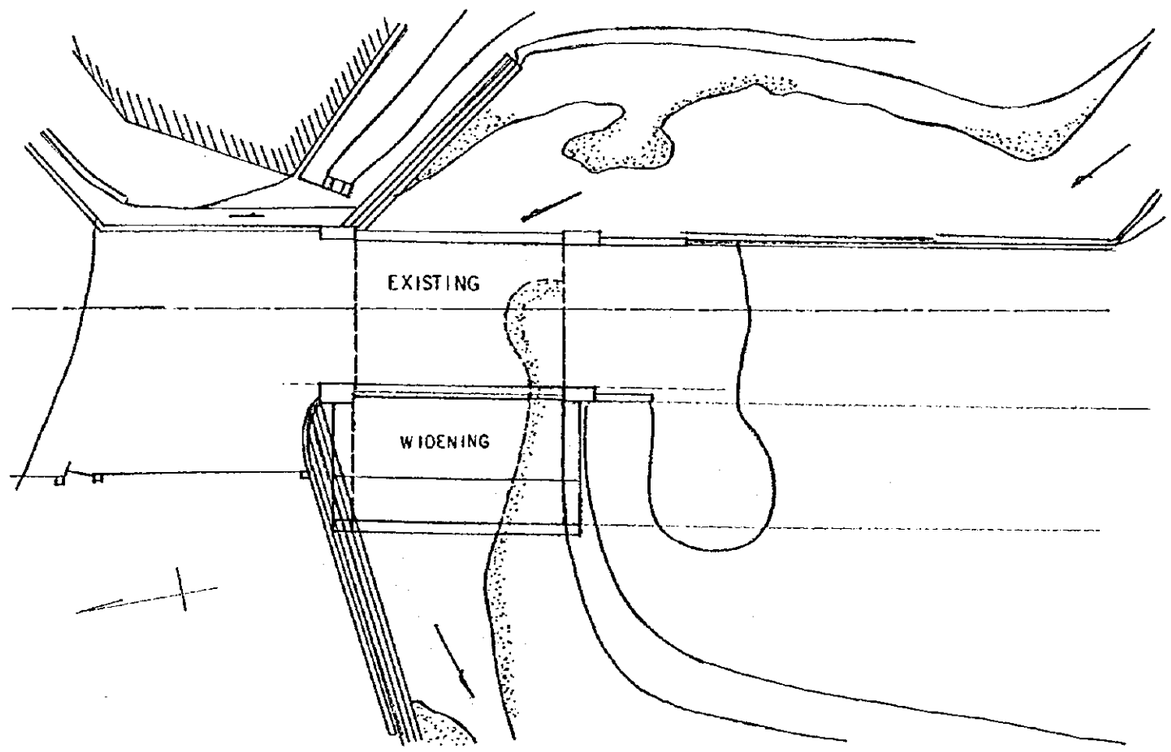
ELEVATION S=1:100



CROSS SECTION S=1:50



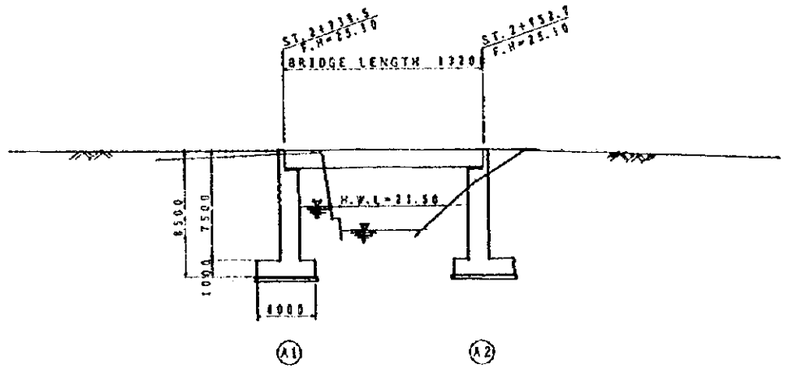
PLAN S=1:100



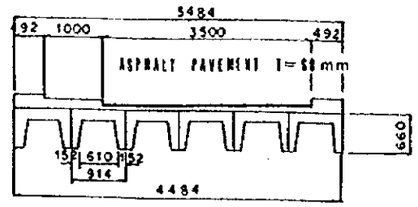
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE:	Dunfermiline Bridge	DRAWING NO.
As Shown		B-8

DUNFERMILINE BRIDGE

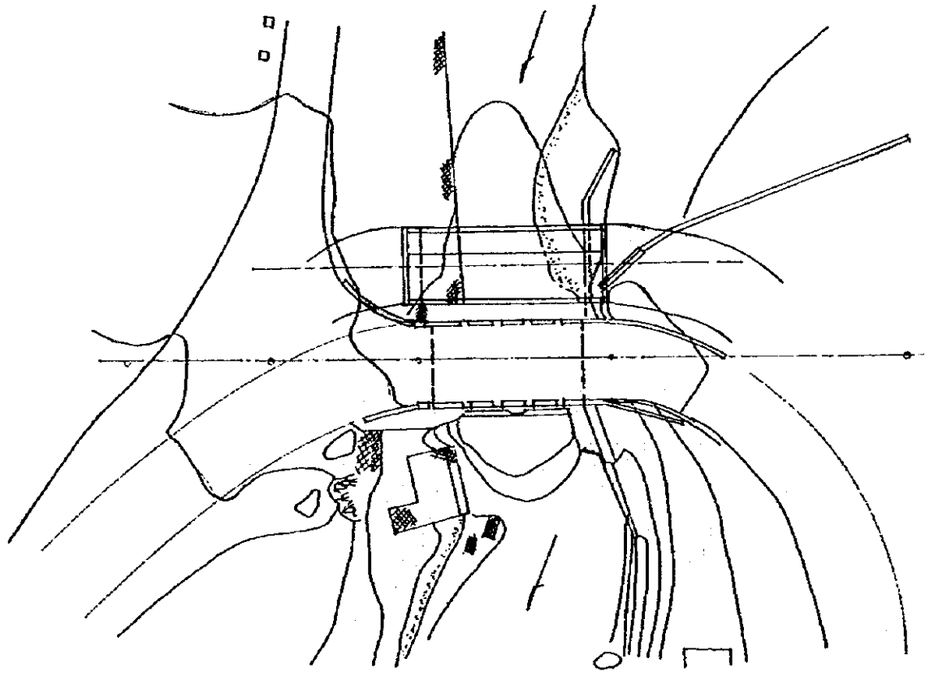
ELEVATION S= 1:200



CROSS SECTION S= 1:50



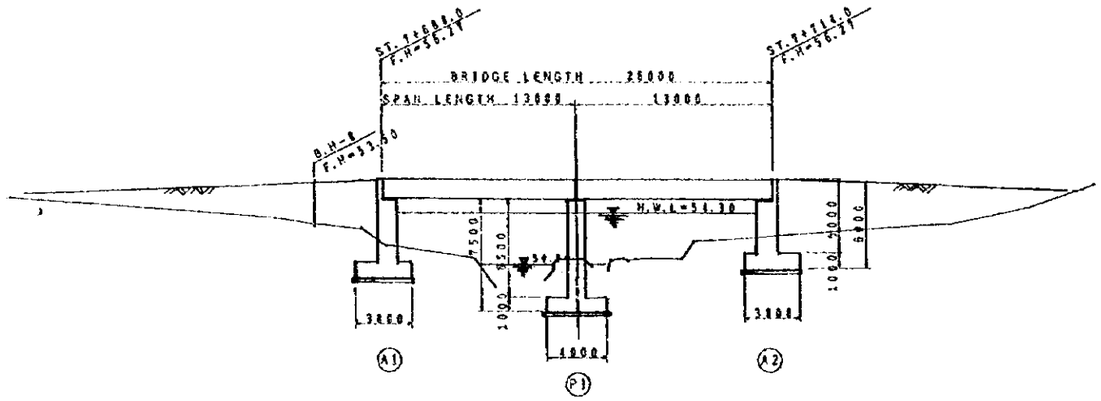
PLAN S= 1:200



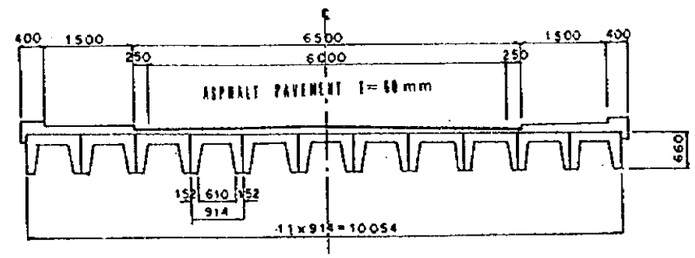
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE:	Pointe Field Bridge	DRAWING NO.
As Shown		B-9

POINTE FIELD BRIDGE

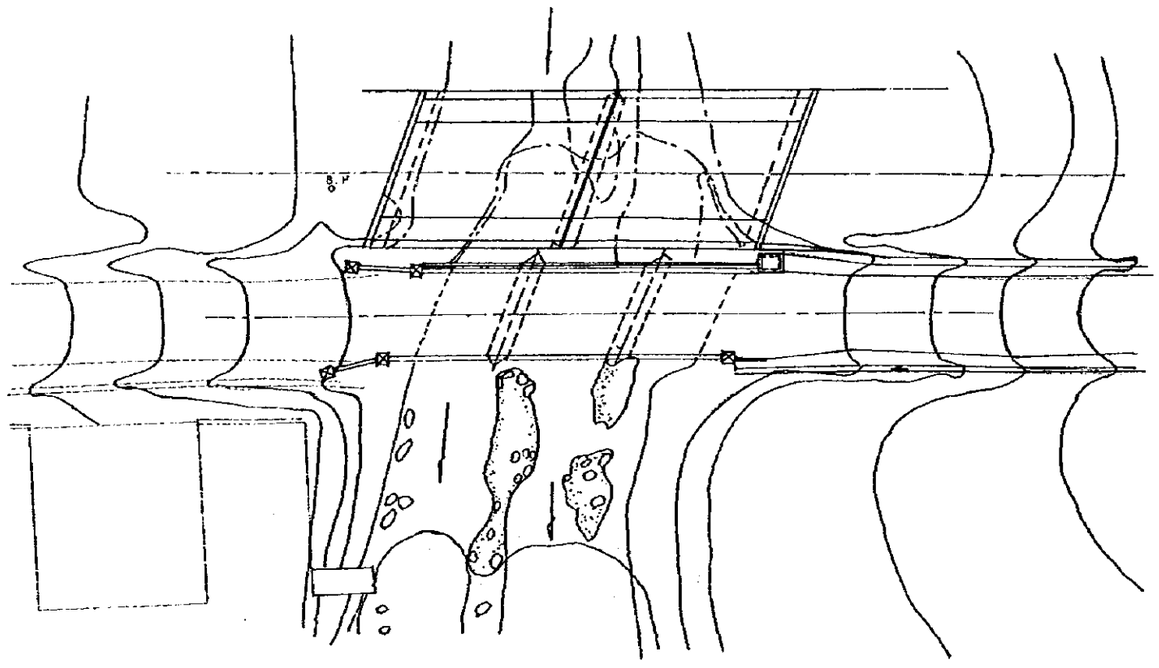
ELEVATION S=1:200



CROSS SECTION S=1:50



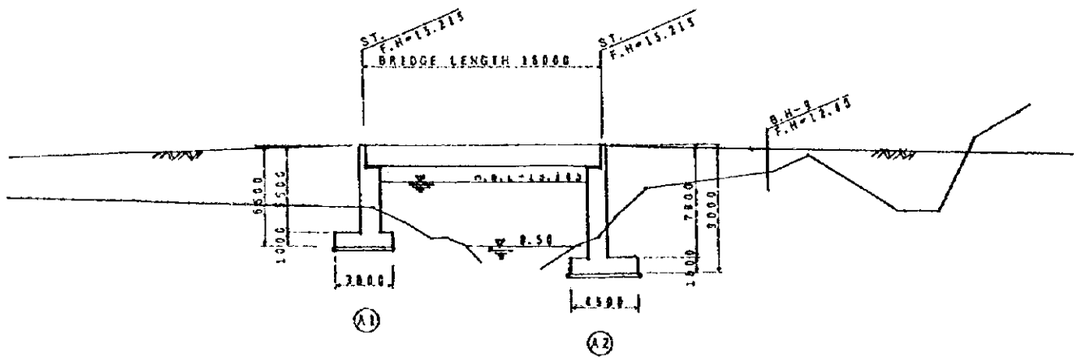
PLAN S=1:200



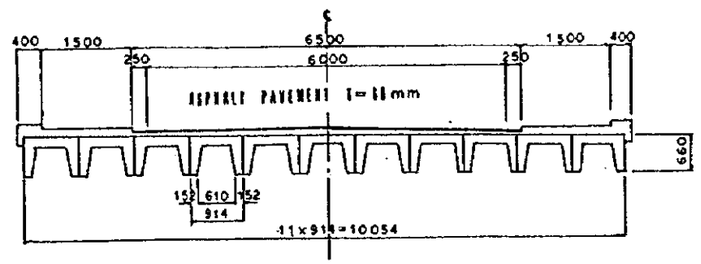
MADEYS BRIDGE

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE: As Shown	Madeys Bridge	DRAWING NO. B-10

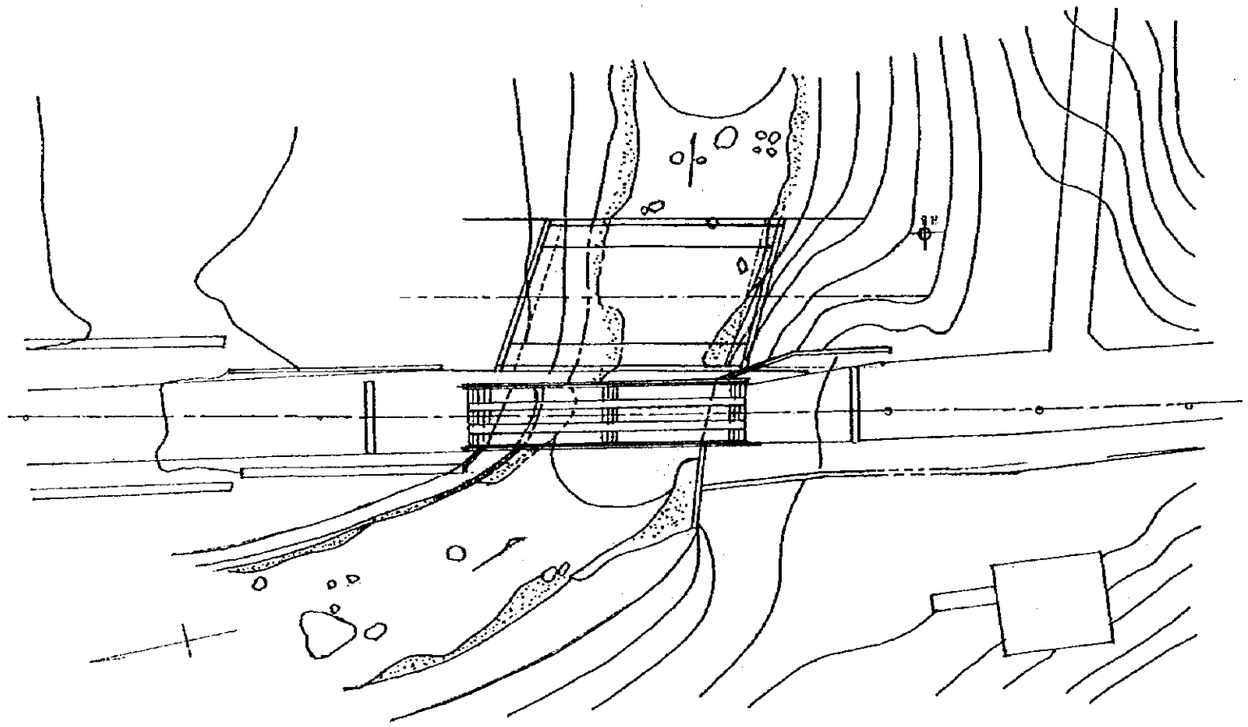
ELEVATION $= 1:200



CROSS SECTION $= 1:50

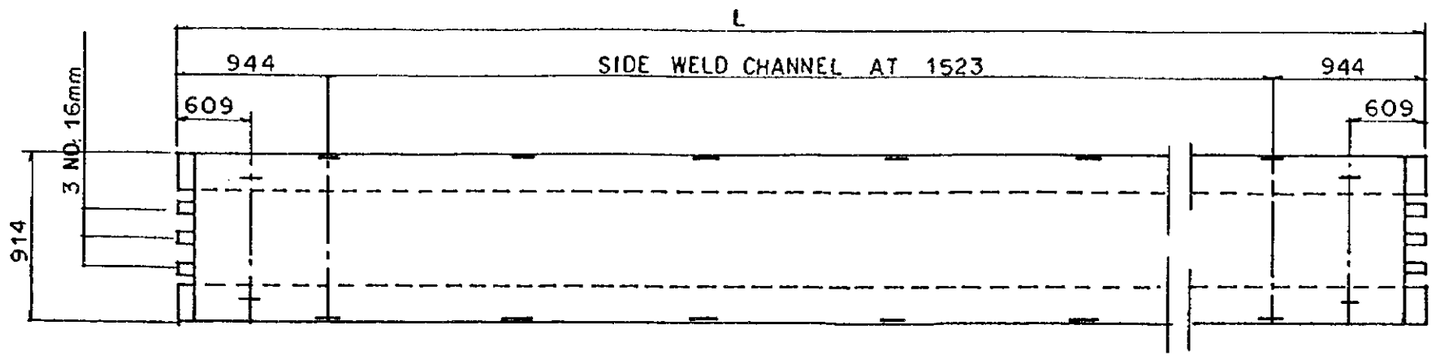


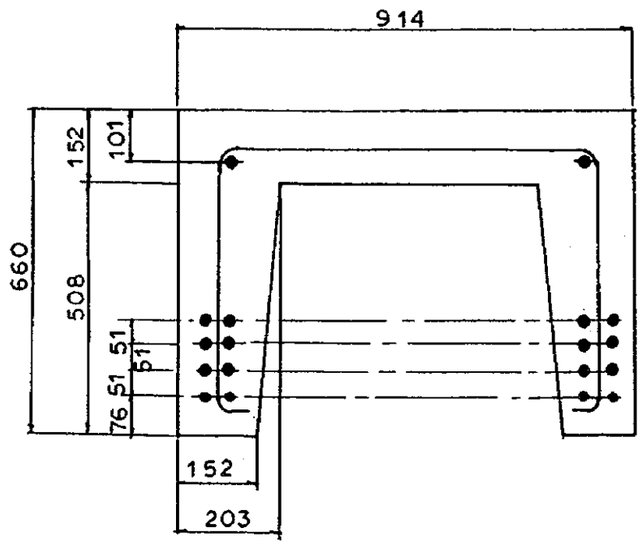
PLAN $= 1:200



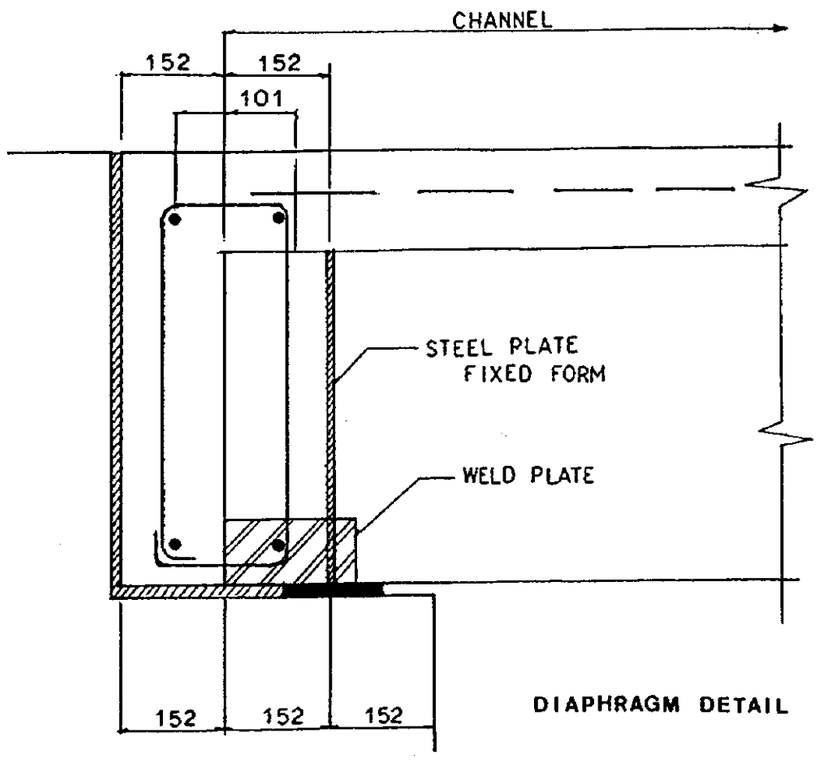
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

SCALE:		DRAWING NO.
Not to Scale	Girder Layout	B-11





TYPICAL SECTION

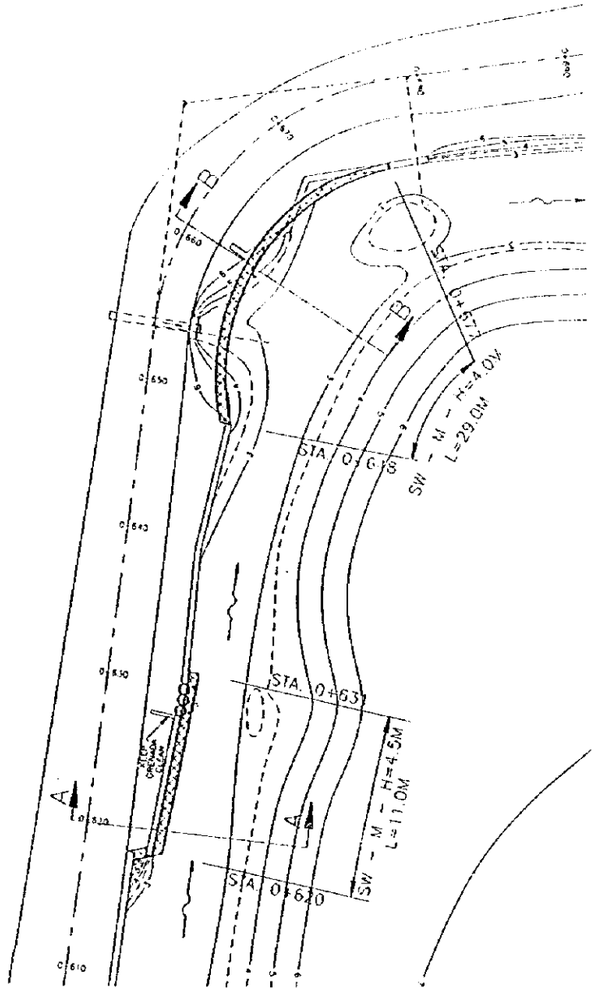


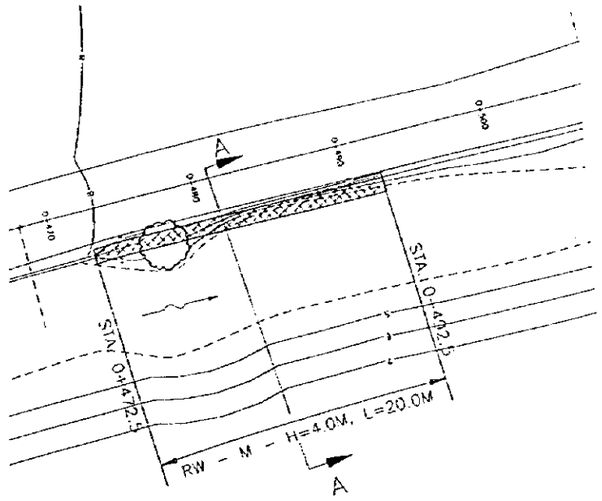
DIAPHRAGM DETAIL

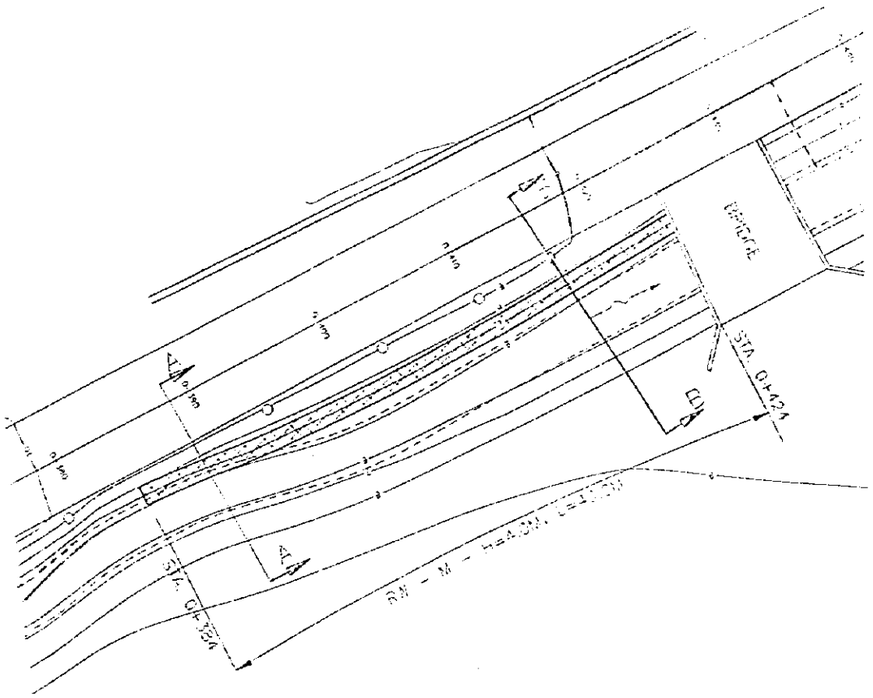
6. SLOPE PROTECTION

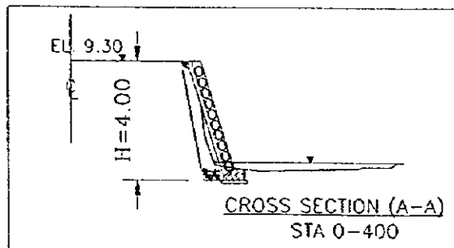
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

SCALE:		DRAWING NO.
Not to Scale	Grand Etang Road (1)	SP-1



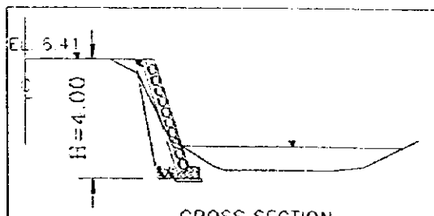




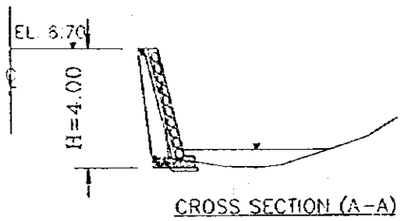


CROSS SECTION (A-A)
STA 0-400

STA 0-472.0 TO STA 0-492.5

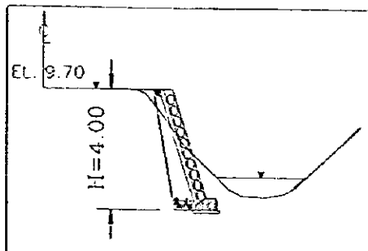


CROSS SECTION
STA 0-620 TO STA 0-677

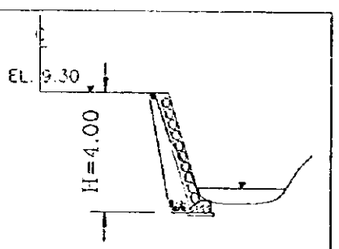


CROSS SECTION (A-A)
STA 0-625

STA 0-620 TO STA 0-677



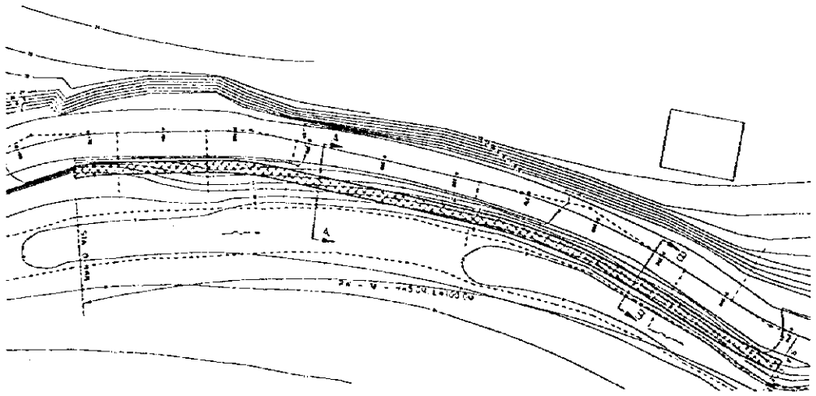
CROSS SECTION (A-A)
STA 0-380

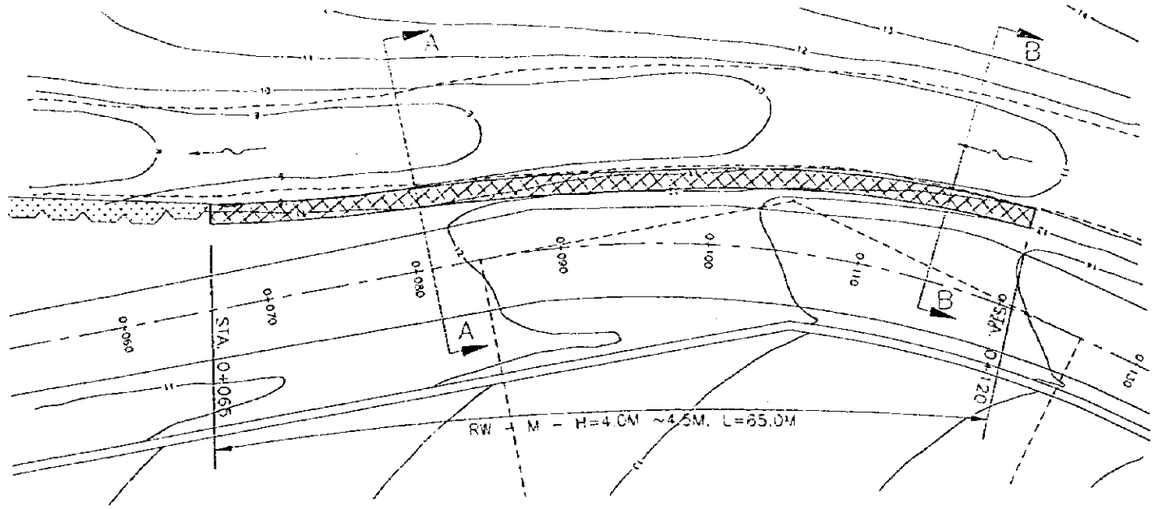


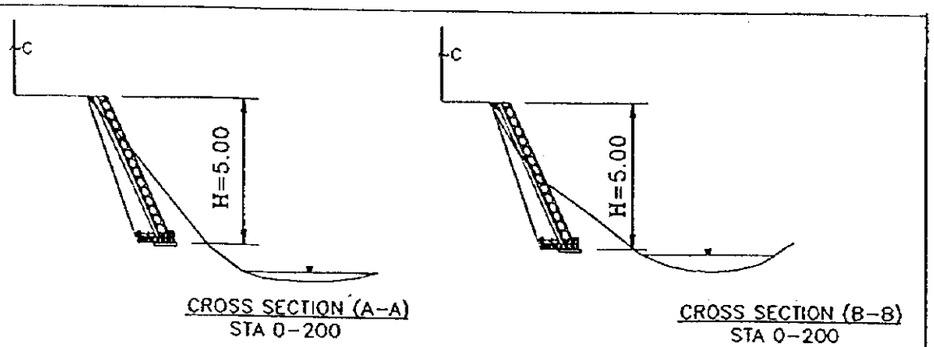
CROSS SECTION (B-B)
STA 0-410

STA 0 -384 TO STA 0-424

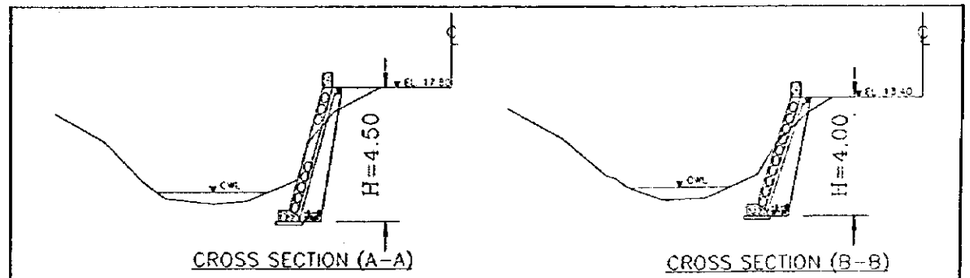
FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE:	Grand Etang Road (2)	DRAWING NO.
Not to Scale		SP-2







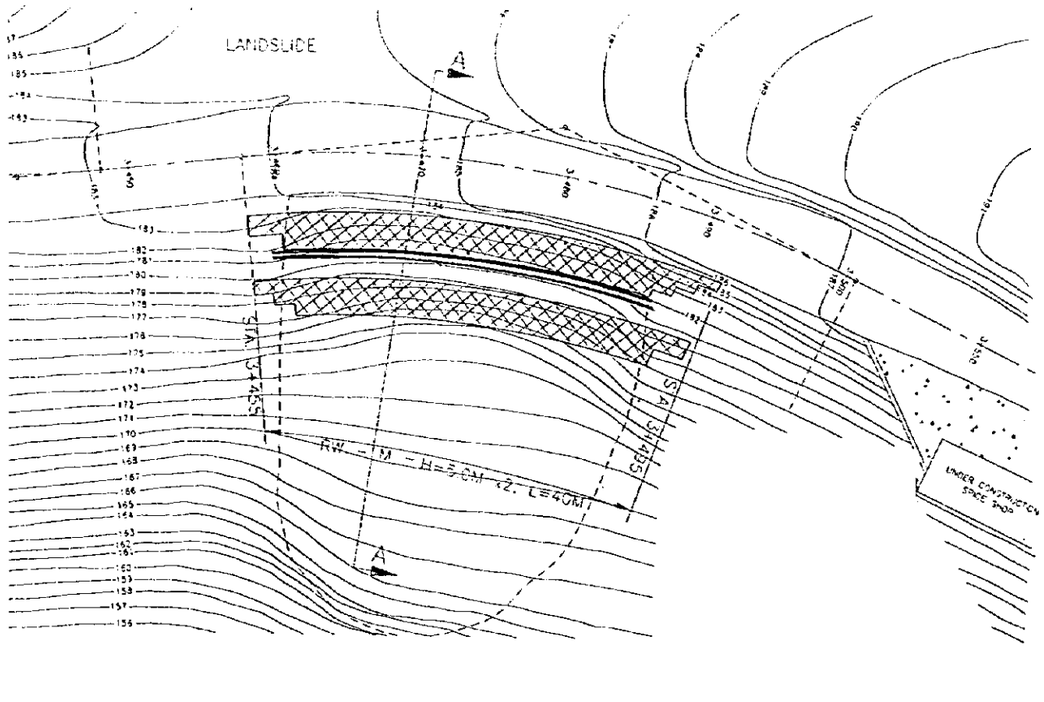
STA 0-168 TO STA 0-268
SLOPE PROTECTION

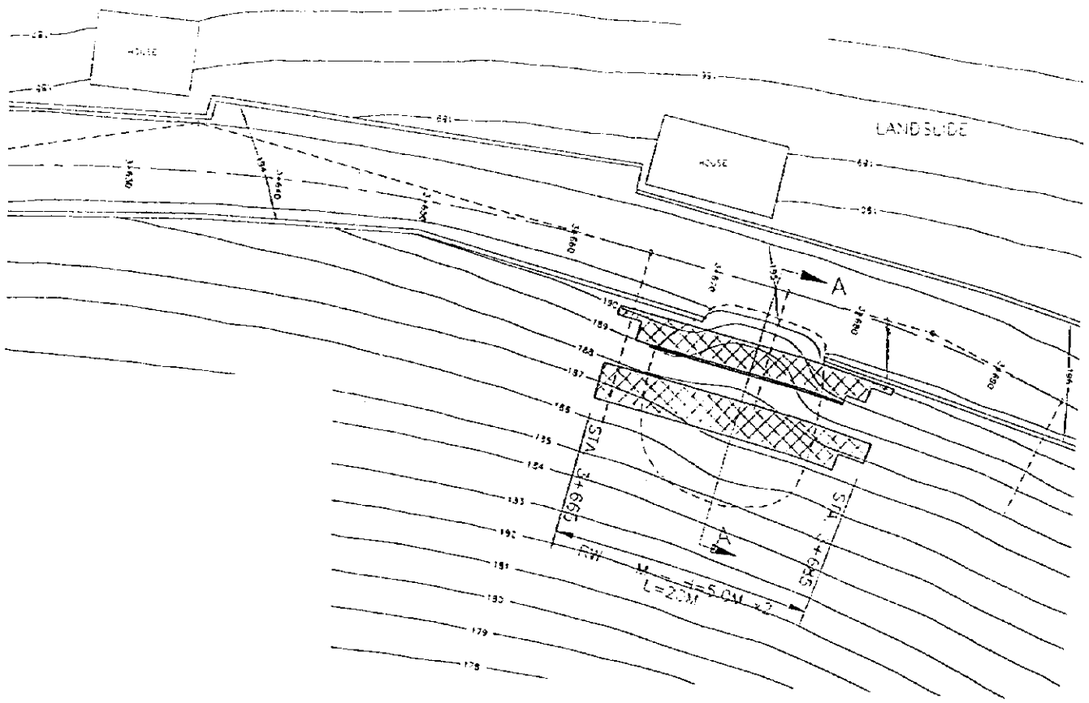


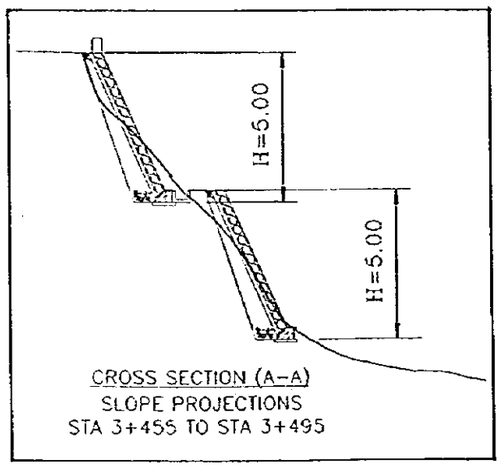
STA 0 + 065 TO STA 0 + 120
SLOPE PROTECTION

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

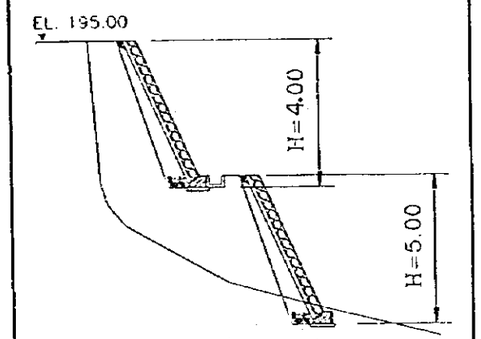
SCALE:	Grand Etang Road (3)	DRAWING NO.
Not to Scale		SP-3







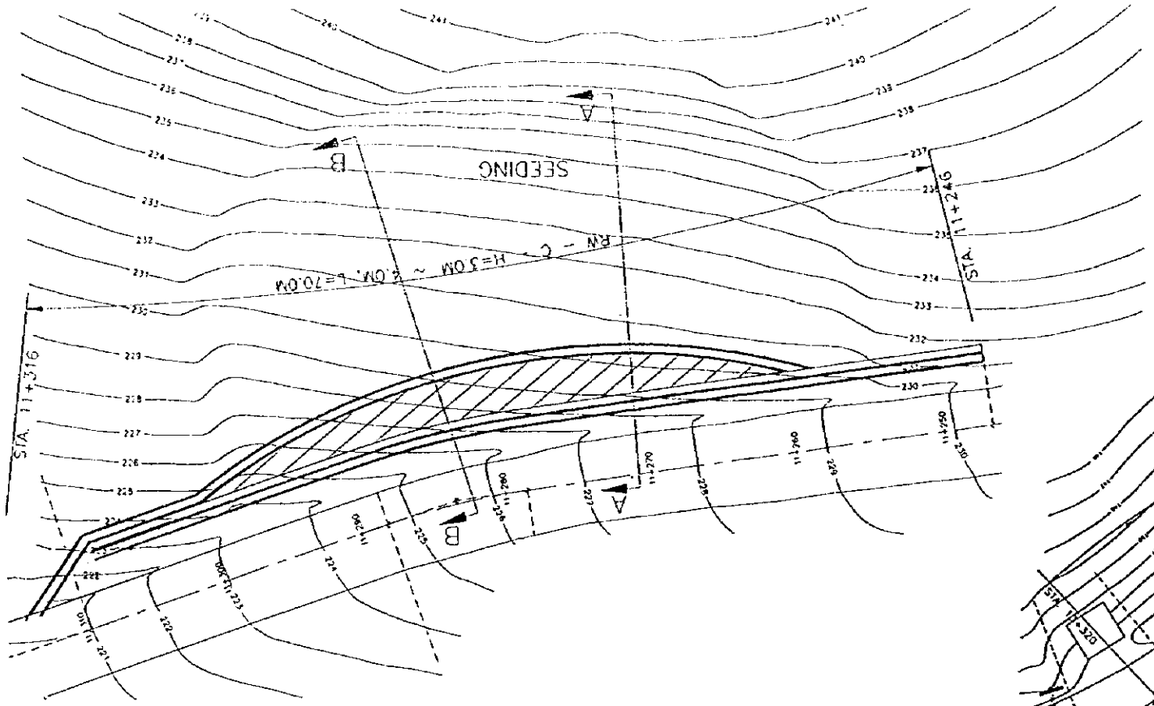
CROSS SECTION (A-A)
SLOPE PROJECTIONS
STA 3+455 TO STA 3+495

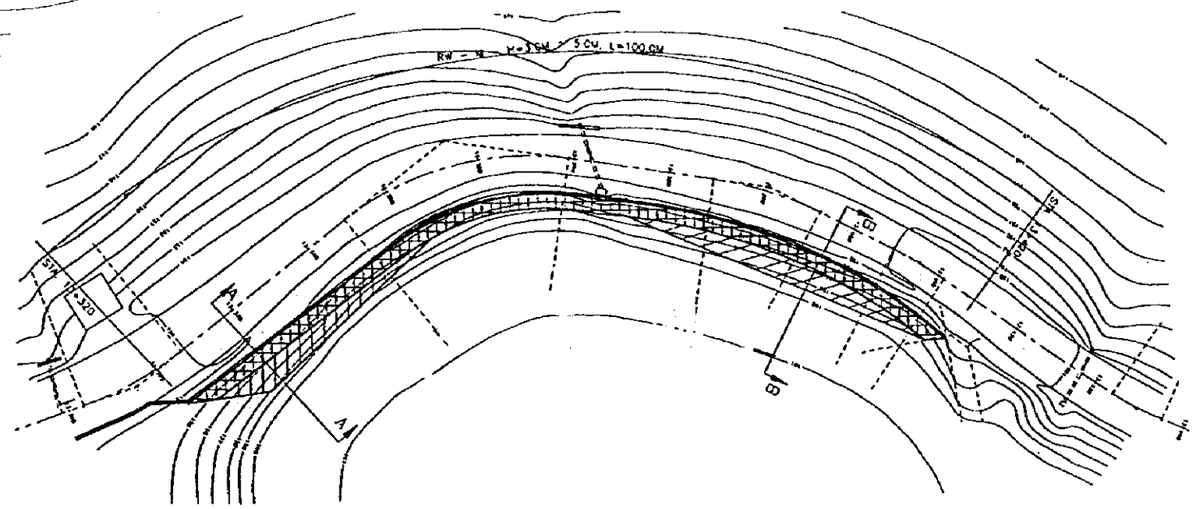


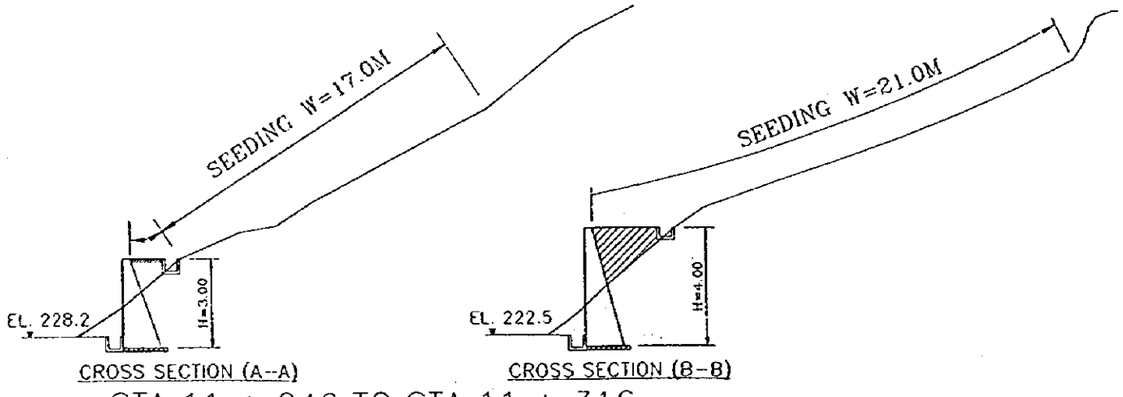
CROSS SECTION (A-A)
SLOPE PROJECTIONS
STA 3+665 TO STA 3+685

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

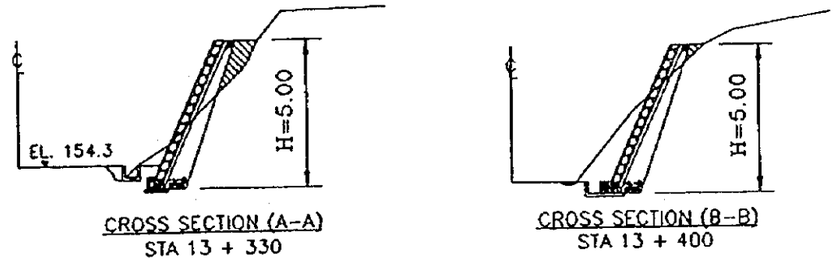
SCALE:	Grand Etang Road (4)	DRAWING NO.
Not to Scale		SP-4





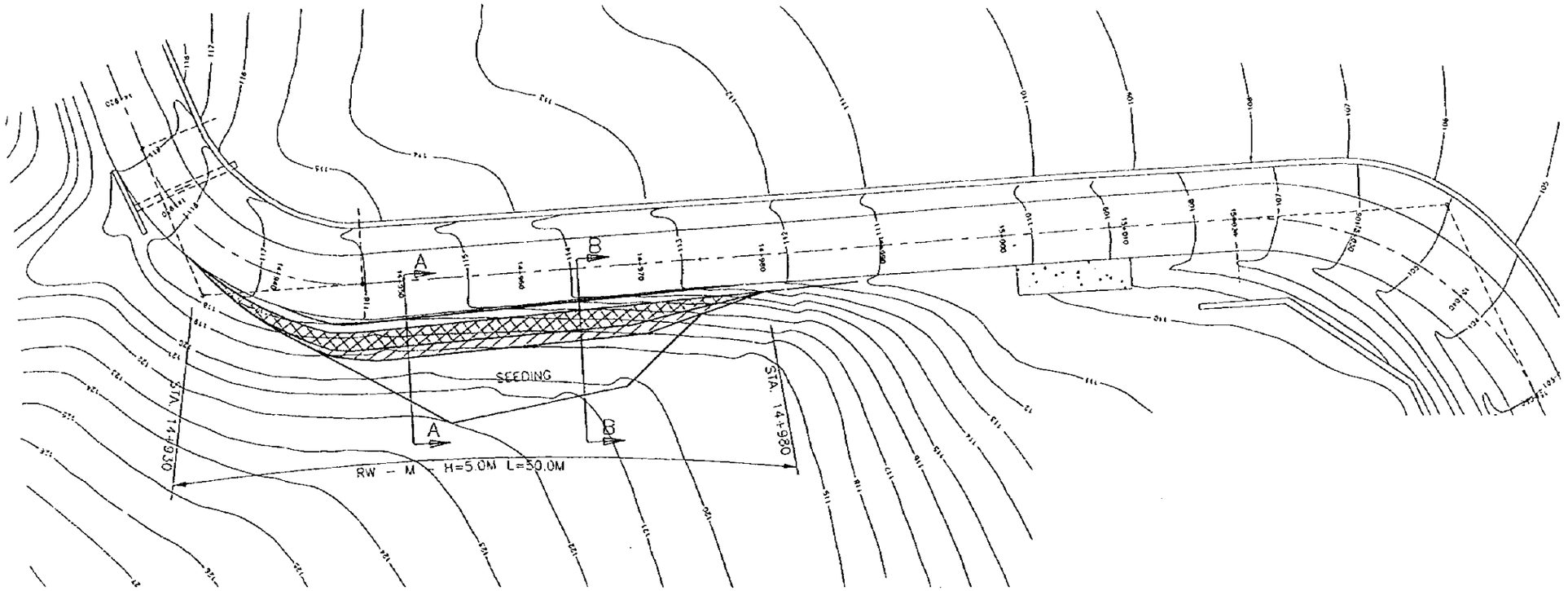


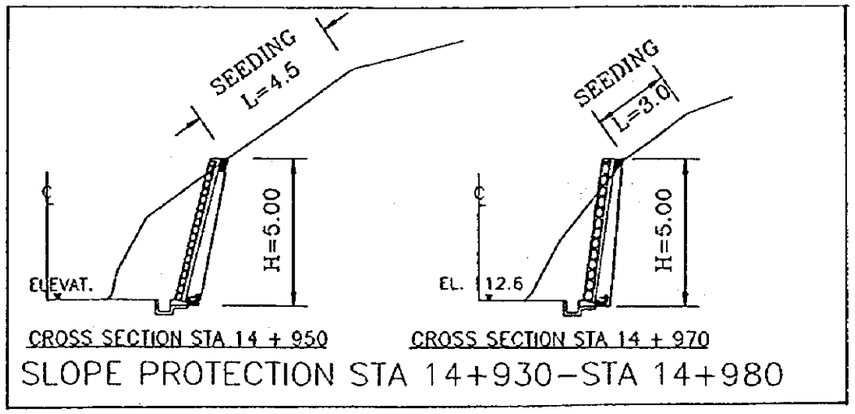
STA 11 + 246 TO STA 11 + 316



STA 13 + 320 TO STA 13 + 420

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA		
SCALE:	Grand Etang Road (5)	DRAWING NO.
Not to Scale		SP-5



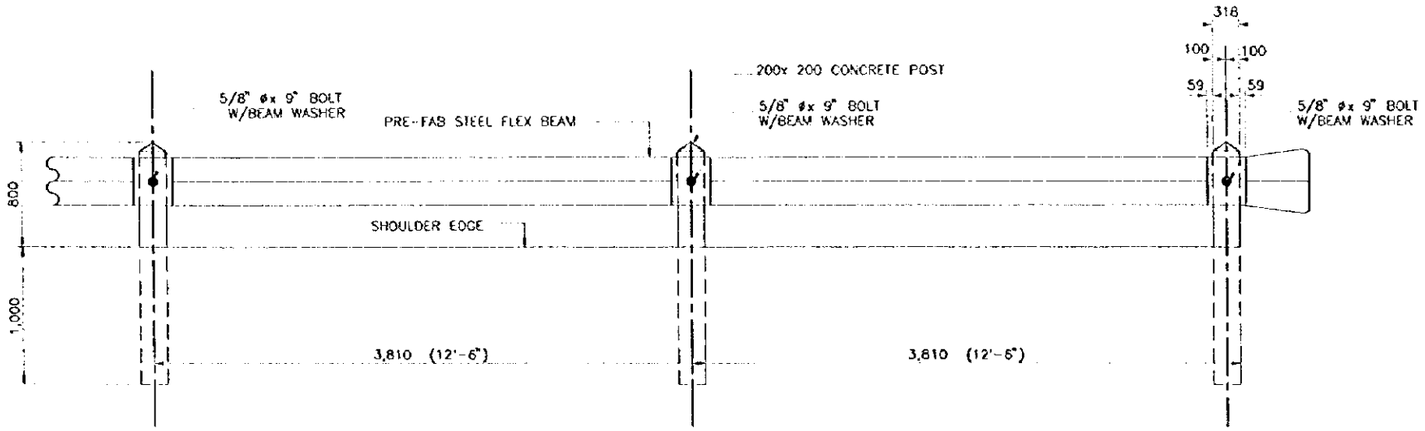


SLOPE PROTECTION STA 14+930–STA 14+980

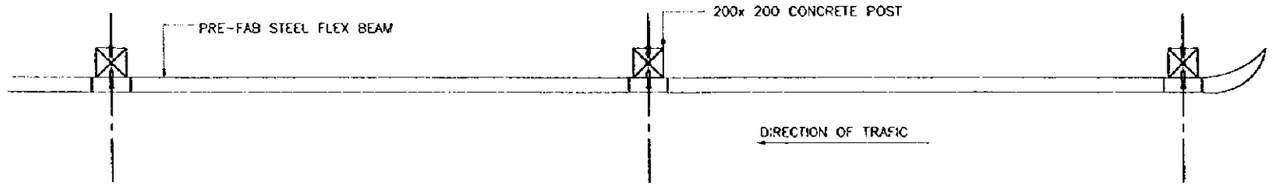
7.MISCELLANEOUS

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

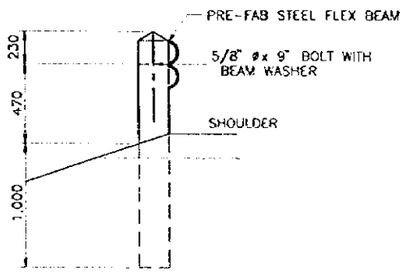
SCALE:	BEAM TYPE GUARDRAIL, CENTERLINE MARKINGS, PEDESTRIAN MARKING & ARROW MARKING	DRAWING NO.
Not to Scale		M-1



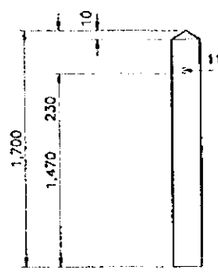
ELEVATION



PLAN

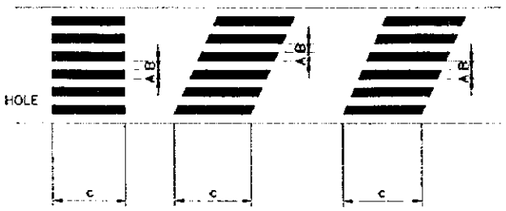


SECTION



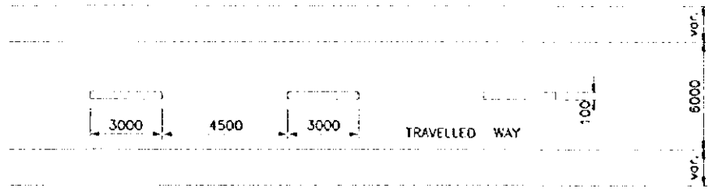
ELEVATION
CONC. POST DET

BEAM TYPE GUARD RAIL
TYPE"Gr-A"

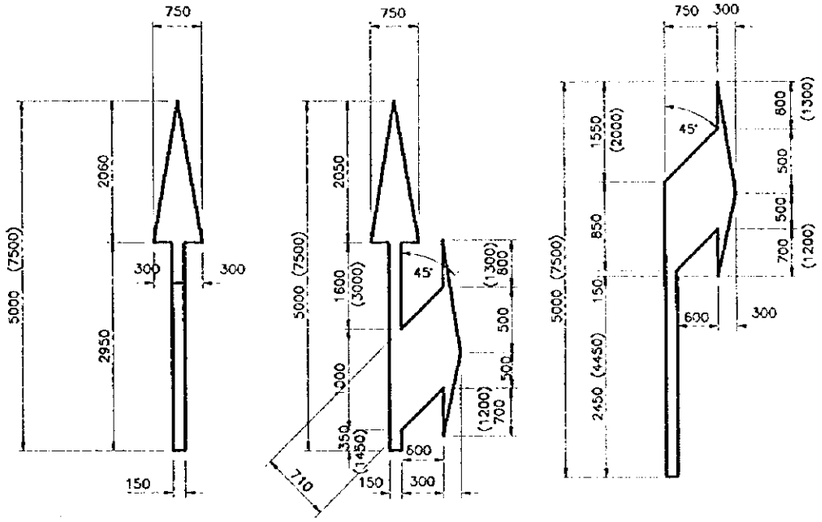


PEDESTRIAN CROSSING

NOTE:
FOR 85% ile SPEED < 60 kph
A=B=300mm C=2.5 m -4.0 m
FOR 85% ile SPEED> 60kph
A=B 600mm C≥4.0m



CENTER LINES MARKING
RURAL HIGHWAY,TWO-LANE



THROUGH ARROW

COMBINED ARROW

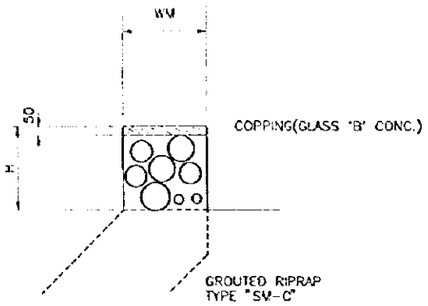
TURN

ARROW MARKINGS

NOTE: ( ) FOR ROADS WITH SPEED LIMIT OVER 60KM/h

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

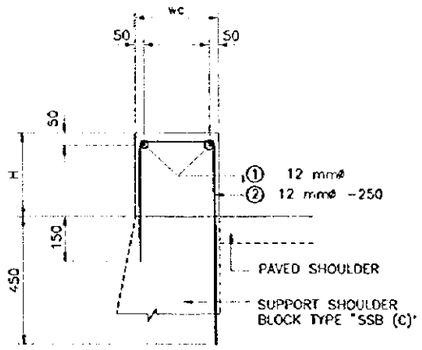
SCALE:	GUARDWALL BLOCK, SUPPORTING SHOULDER BLOCK STONE MASONRY (CUT, EMBANKMENT & GRAVITY TYPE)	DRAWING NO.
As Shown		M-2

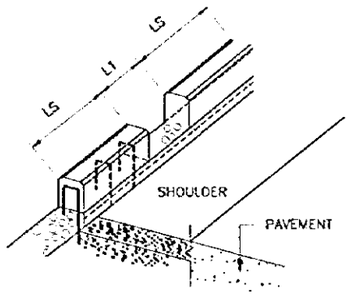


GUARDWALL BLOCK TYPE"GWB (M)"

GUARDWALL BLOCK

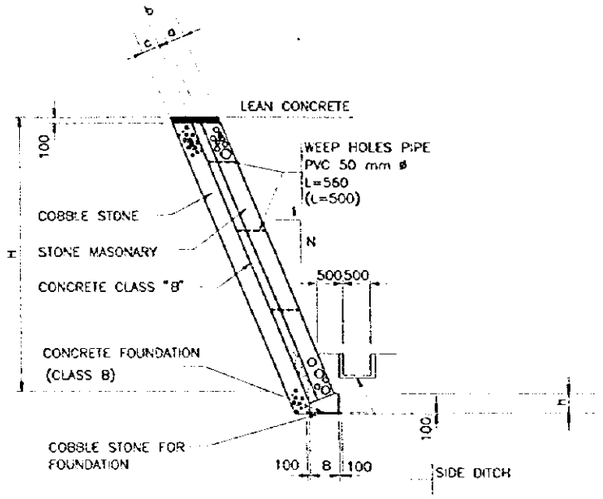
SCALE:=1:10





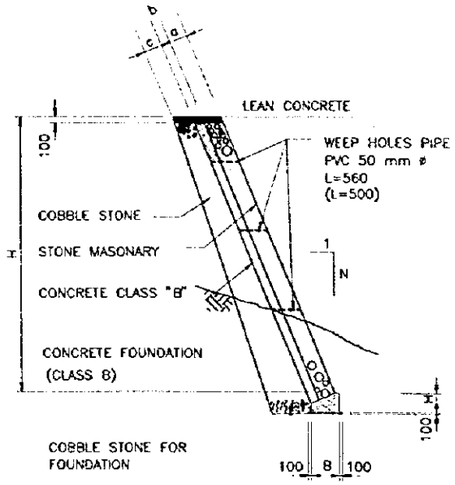
PERSPECTIVE OF GUARDWALL BLOCK

SCALE:=1:10



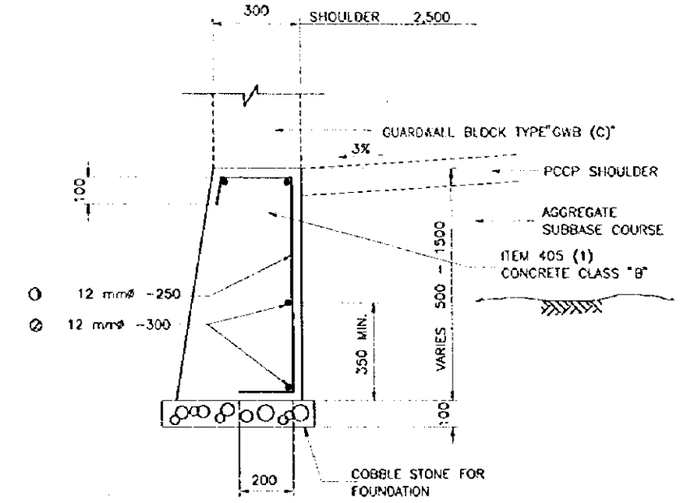
STONE MASONARY CUT SLOPE

SCALE:=1:50 TYPE (SM)-B



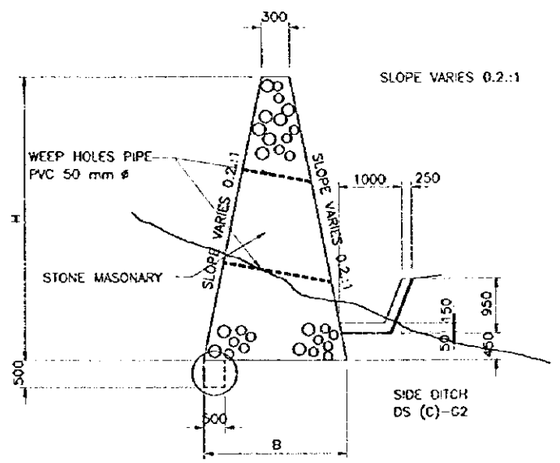
STONE MASONARY EMBANKMENT SLOPE

SCALE:=1:50 TYPE (SM)-A



SUPPORTING SHOULDER BLOCK

SCALE:=1:20 TYPE "SSB (C)



STONE MASONARY GRAVITY WALL

SCALE:=1:50 TYPE RW (M) A AND B

FOR CUT SLOPES						
H	N	a	b	c	B	h
1000	3.3	250	50	300	520	300
2000	3.3	250	100	300	520	300
3000	3.3	250	100	300	520	300
4000	2.5	350	150	300	550	350
5000	2.5	350	150	300	550	350
6000	2.0	350	200	300	550	350
7000	2.0	350	200	300	550	350

FOR EMBANKMENT SLOPE							
H	N	a	b	c	d	B	h
1000	3.3	350	100	200	300	520	300
1500	3.3	350	100	200	340	520	300
2000	2.5	350	100	200	380	520	300
2500	2.5	350	100	200	420	520	300
3000	2.5	350	100	200	460	520	300
3500	2.0	350	150	200	500	550	350
4000	2.0	350	150	200	540	550	350
4500	2.0	350	150	200	580	550	350
5000	2.0	350	150	200	620	550	350

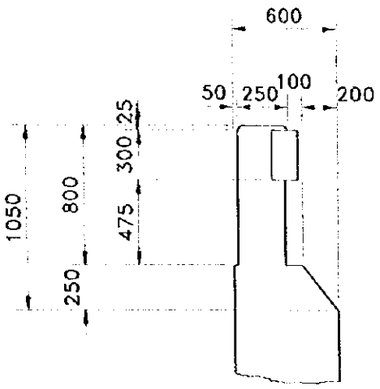
ESTIMATE OF QUANTITIES STONE MASONRY GRAVITY WALL (PER 10.0 L.M.)			
H	B	QUANTITIES	
		STONE MASONRY (M3)	PVC PIPE 50MM Ø
2000	1100	14.00	9
3000	1500	27.00	20
4000	1900	44.00	28
5000	2300	65.00	36

NOTES

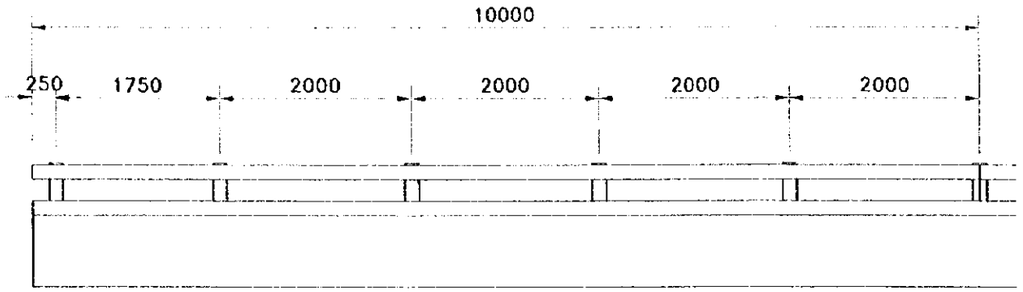
1. ALL DIMENSIONS ARE IN MILLIMETER UNLESS OTHERWISE STATED.
2. FOR EVERY 2.00 SQ. M. PROVIDE 50mm ø PVC WEEPHOLE

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

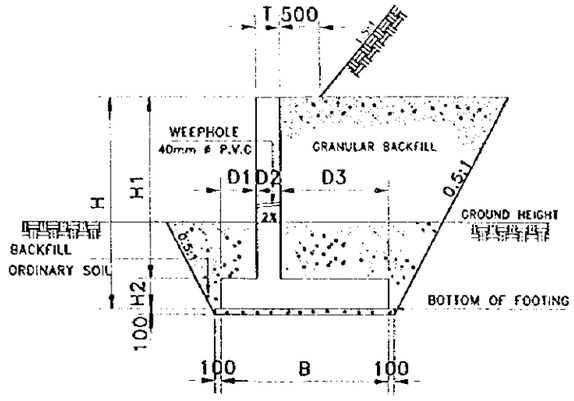
SCALE:	CONCRETE RETAINING WALL	DRAWING NO.
N.T.S		M-3



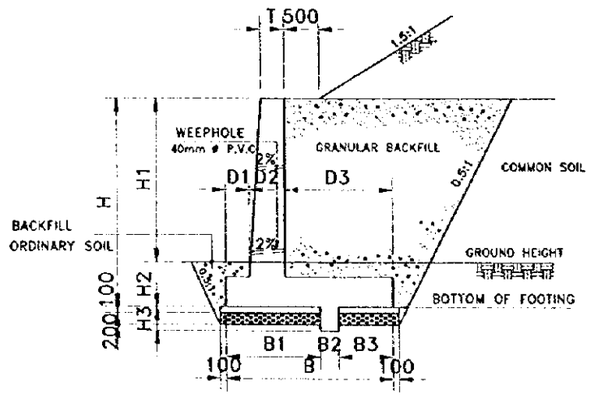
TYPICAL SECTION



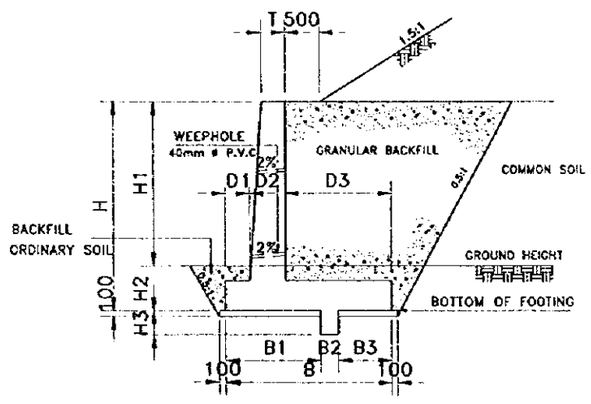
RAILPOST PEDESTAL ELEVATION



ROCK

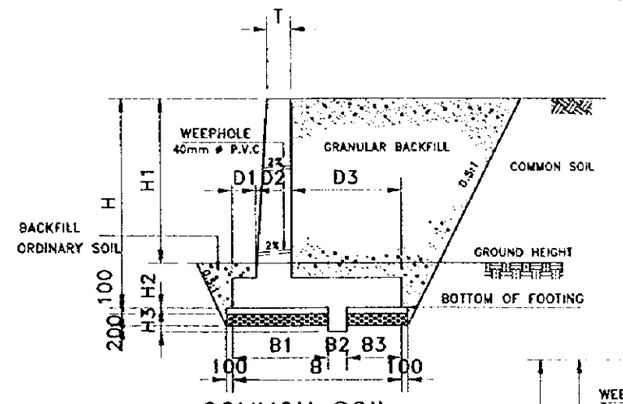


COMMON SOIL

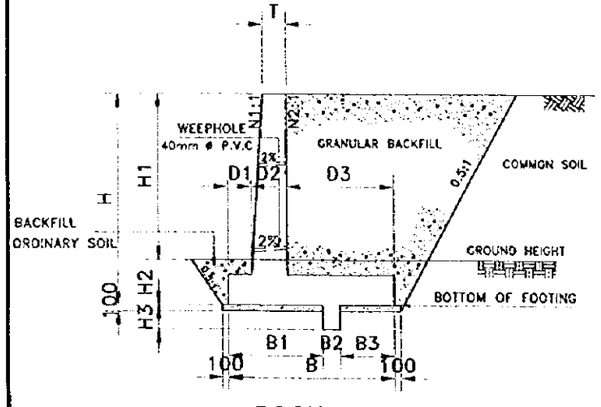


ROCK

EMBANKMENT SECTION



COMMON SOIL
CUT SECTION

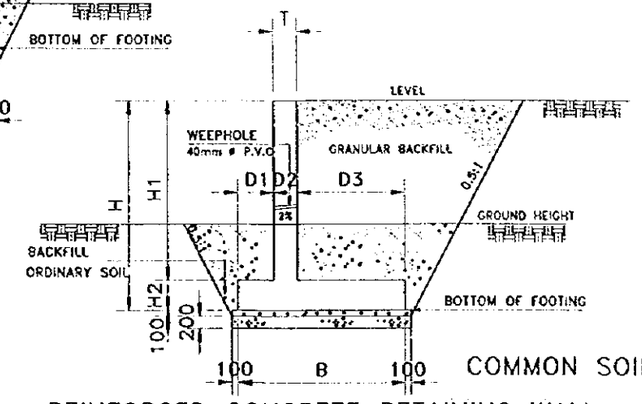


ROCK
CUT SECTION

DIMENSION OF RETAINING WALL

SECTION		H = 3.00m				H = 4.00m				H = 5.00m			
		EMBANKMENT		CUT		EMBANKMENT		CUT		EMBANKMENT		CUT	
SOIL CONDITION		ROCK	COMMON SOIL	ROCK	COMMON SOIL	ROCK	COMMON SOIL	ROCK	COMMON SOIL	ROCK	COMMON SOIL	ROCK	COMMON SOIL
MARK	UNIT	1	2	5	5a	4	5	6	7	8	9	10	11
H	m	3.00	3.00	3.00	4.00	4.00	4.00	4.00	5.00	5.00	5.00	5.00	5.00
B	m	1.80	2.00	1.40	1.40	2.50	2.70	1.70	2.00	3.20	3.40	2.30	2.50
H1	m	2.80	2.80	2.80	2.80	3.50	3.50	3.50	3.50	4.40	4.40	4.40	4.40
H2	m	0.40	0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.60	0.60	0.60	0.60
H3	m	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.40	0.40	0.40	0.40
B1	m	1.20	1.40	0.80	0.80	1.70	1.90	1.10	1.40	2.20	2.40	1.50	1.70
B2	m	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.40	0.40	0.40	0.40
B3	m	0.30	0.30	0.30	0.30	0.50	0.50	0.30	0.30	0.60	0.60	0.40	0.40
D1	m	0.40	0.40	0.50	0.30	0.40	0.40	0.40	0.40	0.50	0.50	0.50	0.50
D2	m	0.40	0.40	0.40	0.40	0.575	0.575	0.575	0.575	0.82	0.82	0.82	0.82
D3	m	1.00	1.20	1.70	1.70	1.525	1.725	1.725	1.625	2.08	2.28	1.18	1.38
T	m	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
N1	-	0	0	0	0	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03
N2	-	0	0	0	0	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03

TYPICAL SECTION
REINFORCED CONCRETE RETAINING WALL
NOT TO SCALE



COMMON SOIL

REINFORCED CONCRETE RETAINING WALL

DIMENSION OF RETAINING WALL

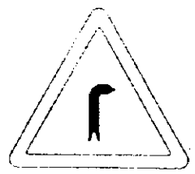
SYMBOL	UNIT	H= 2.00m		H= 2.50m	
		EMBANKMENT	CUT	EMBANKMENT	CUT
		ROCK & COMMON SOIL		ROCK & COMMON SOIL	
		TYPE 12	TYPE 13	TYPE 14	TYPE 15
H	m	2.00	2.00	2.50	2.50
B	m	1.30	1.30	1.60	1.20
H1	m	1.70	1.70	2.20	2.20
H2	m	0.30	0.30	0.30	0.30
D1	m	0.30	0.30	0.30	0.30
D2	m	0.30	0.30	0.30	0.30
D3	m	0.70	0.50	1.00	0.70
T	m	0.30	0.30	0.30	0.30

FEASIBILITY STUDY ON ROAD IMPROVEMENT AND REHABILITATION IN GRENADA

SCALE:		DRAWING NO.
Not to Scale	TRAFFIC SIGNS	M-4

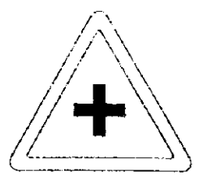
(A) WARNING SIGNS

1
W1-5 (LorR)

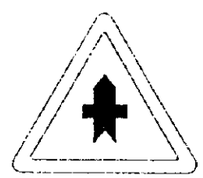


2
W1-1 (LorR)

3
W1-2 (LorR)

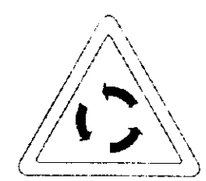


4
W2-1

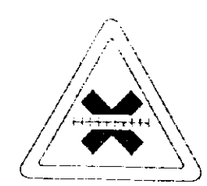


5
W2-8

6
W2-10 (LorR)

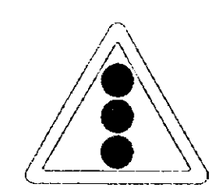


7
W2-7



8
W3-2

9
W3-11



10
W3-1

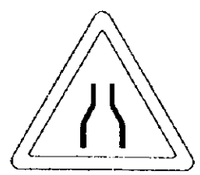
11

12
W6-1

13
W6-2

14
W5-10

15
W5-10A



16
W4-2

17
W5-2

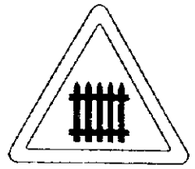
18
W5-4 DOWNHILL
W5-5 UPHILL

19
W5-9

20

(B) REGULATORY SIGNS

21
W5-1



22

23

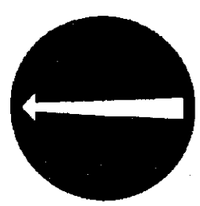
24

25
W5-8 (LorR)

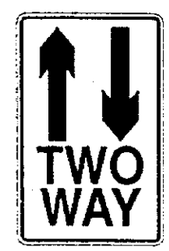
26

27
R1-2B

28
R1-1A

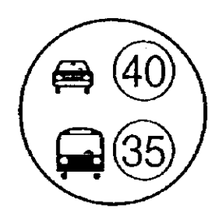


29



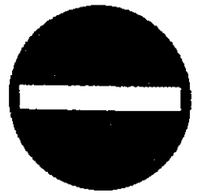
30
R2-6

31A



31B

32



33A

33B

LEGEND:

A. WARNING SIGNS

1. DANGEROUS BEND (W1-5)
2. RIGHT AND LEFT BEND (W1-1)
3. DOUBLE BEND (W1-2)
4. INTERSECTION (W2-1)
5. INTERSECTION WITH HIGH PRIORITY ROAD (W2-8)
6. MERGING TRAFFIC (W2-10)
7. ROUNDABOUT AHEAD (W2-7)
8. RAILWAY CROSSING (W3-2)
9. LOW FLYING AIRCRAFT (W3-11)
10. TRAFFIC SIGNALS AHEAD (W3-1)
11. ROAD WORKS
12. PEDESTRIAN CROSSING (W6-1)
13. CHILDREN CROSSING (W6-2)
14. BEWARE OF ANIMALS (W5-10)
15. ANIMALS CROSSING (W5-10A)
16. ROAD NARROWS (W4-2)
17. UNEVEN ROAD (W5-2)
18. DANGEROUS HILL (W5-4)
19. SLIPPERY ROAD (W5-9)
20. QUAY OR RIVER BANK
21. OPENING BRIDGE (W5-11)
22. LEVEL CROSSING WITH GATES
23. COMPULSORY CYCLE TRACK
24. DANGER AHEAD
25. DANGER FROM FALLING ROCKS (W5-8)
26. LOOSE CHIPPINGS

B. REGULATORY SIGNS

27. PRIORITY ROAD AHEAD (R1-2B)
28. STOP AT INTERSECTION (R1-1A)
29. DIRECTION TO BE FOLLOWED (R2)
30. TWO WAY TRAFFIC (R2-6)
31. SPEED LIMIT (R4)
32. COMPULSORY WAY FOR PEDESTRIANS
33A. NO ENTRY (ALL VEHICLES)
33B. NO ENTRY (CAR ONLY)

JICA